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Reversed

Jas Miller

TRANSCRIPT OF RECORD.

SUPREME COURT OF THE UNITED STATES.

No. 701.

HENRY B. MILLER, COLLECTOR OF COOK COUNTY, ILLINOIS, ET AL., APPELLANTS.

VS.

MORRIS K. JESSUP ET AL.,

APPEAL FROM THE CIRCUIT COURT OF THE UNITED STATES FOR THE NORTHERN DISTRICT OF ILLINOIS.

FILED OCTOBER 13, 1875.

Hilliard on Law of Taxation 472

— Reversed —

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1 Pleas in the circuit court of the United States in and for the northern district of Illinois, held at the United States court-rooms, in the city of Chicago, before the Hon. Thomas Drummond, circuit judge, and on Friday, August 6th, in the year of our Lord one thousand eight hundred and seventy-five, and of our Independence the one hundredth year.

WM. H. BRADLEY, *Clerk.*

MORRIS K. JESSUP, JOHN PATEN, D. A. Lindley, and E. K. Goodnow
v.
THE CHICAGO AND ALTON RAILROAD COMPANY, H. B. Miller, collector of Cook County, James W. Martin, collector of Will County, John Anderton, collector of Grundy County, Joseph Stitt, collector of Livingston County, Joseph Ream, collector of Logan County, Joseph Dennison, collector of McLean County, Edward R. Perkins, collector of Sangamon County, John W. Wills, collector of Macoupin County, A. W. Barrett, collector of Jersey County, James T. Cooper, collector of Madison County, Samuel W. Raymond, collector of La Salle County, Anson J. Depue, collector of Marshall County, Ayres
2 M. Whittaker, collector of Woodford County, Thomas Cooper, collector of Tazewell County, Frank M. Bridges, collector of Greene County, David Hollis, collector of Pike County, Herman G. Webber, collector of St. Clair County, Samuel Bivens, collector of Mason County, Wolfgang Fenlner, collector of Menard County, William Epler, collector of Cass County, Irvin Dunlap, collector of Morgan County, and Robert A. Blair, collector of Scott County. } In chancery.

Be it remembered that, on the 3d day of February, A. D. 1875, said complainants, by C. Beckwith, esq., their solicitor, came into the clerk's office of said court and filed their bill of complaint against said defendants, together with a bond for costs; which said bill of complaint & bond for costs read in the words and figures following, to wit:

Bond for costs.

UNITED STATES OF AMERICA,
Northern District of Illinois, ss:

Circuit court, March term, A. D. 1875.

MORRIS K. JESSUP ET AL.
v.
CHICAGO & ALTON RAILROAD COMPANY ET AL. } In chancery.

3 I enter myself as security for costs in this cause, and promise to pay all costs which may accrue to the opposite party in this

action or to any of the officers of this court, and in default of payment by the plaintiffs of any costs ordered or adjudged to be paid by them I hereby agree and stipulate that execution may issue against my property for any costs taxed against them.

Dated this third day of February, A. D. 1875.

C. BECKWITH.

(Endorsed:) Filed Feb'y 3d, A. D. 1875. Wm. H. Bradley, clerk.

4 *Bill of complaint.*

United States circuit court, northern district of Illinois.

MORRIS K. JESUP ET AL.
vs.
THE CHICAGO & ALTON RAILROAD COMPANY et al. } Bill in chancery.

To the honorable judges of the circuit court of the United States for the northern district of Illinois:

Morris K. Jesup, John Paton, D. A. Lindley, and E. K. Goodnow, partners transacting business under the name and style of M. K. Jesup, Paton & Co., citizens of the State of New York, bring this their bill of complaint against the Chicago & Alton Railroad Company, a corporation created by and organized under laws of the State of Illinois, and transacting business in said State, and H. B. Miller, collector of Cook County, James W. Martin, collector of Will County, John Anderton, collector of Grundy County, Joseph H. Stitt, collector of Livingston County, Joseph Ream, collector of Logan County, Joseph Den-
5 ison, collector of McLean County, Edward R. Perkins, collector of Sangamon County, John W. Wills, collector of Macoupin County, Stephen W. Bowman, collector of Jersey County, James T. Cooper, collector of Madison County, Samuel W. Raymond, collector of La Salle County, Hanson J. Depue, collector of Marshall County, Ayres M. Whittaker, collector of Woodford County, Thomas Cooper, collector of Tazewell County, Nathaniel J. Andrews, collector of Greene County, David Hollis, collector of Pike County, James W. Hughes, collector of St. Clair County, Samuel Bivens, collector of Mason County, Frederick Wilkinson, collector of Menard County, George Volkmar, collector of Cass County, W. H. Broadwell, collector of Morgan County, and A. A. Wheelock, collector of Scott County, citizens of the State of Illinois; whereupon your orators complain and say that the said Chicago & Alton Railroad Company was created by and organized under an act of the general assembly of the State of Illinois, entitled "An act to incorporate the Chicago & Alton Railroad Company," approved February 18, 1861, which act was amended by an act of the general assembly of said State, approved February 16, 1865, entitled "An act to amend an act entitled 'An act to incorporate the Chicago & Alton Railroad Company,' approved February 18, 1861," duly accepted by the said last-mentioned corporation.

Your orators further show unto your honors, that prior to and on the first day of May, 1874, the rights and interests of the members
6 of the said Chicago & Alton Railroad Company were represented by a capital stock of said company, duly authorized by law, of eleven millions three hundred and fifty thousand three hundred dollars,

divided into shares of one hundred dollars each, whereof twenty-four thousand two hundred and fifty-four shares were entitled to a preference of dividend; and that certificates, in the usual form, had been issued by said company to the owners of said shares, stating the fact of such ownership; and that the shares mentioned in such certificates were transferable in the usual mode. That on the said first day of May, 1874, the said shares were owned, and are still owned, by a large number of persons, the precise number of whom, or their names and places of residence, your orators are unable to state; but your orators aver and charge the fact to be that over one hundred thousand of said shares were, on the day and year last aforesaid, owned by persons not citizens of the State of Illinois, and not residing therein. Your orators further show unto your honors, that on said first day of May, 1874, the said Chicago & Alton Railroad Company owned and was in possession of the property mentioned and described in Schedule No. 1, herewith filed, and was on the day and year last aforesaid using the same, with the property hereinafter mentioned and described in Schedules 2, 3, 4, 5 and 6, herewith filed, in the operation of a railway for the transportation of persons and property.

7 Your orators further show unto your honors, that said Chicago & Alton Railroad Company acquired the right to occupy and use the said property mentioned and described in said Schedule No. 2, by virtue of a certain indenture between the said corporation and the Joliet & Chicago Railroad Company, bearing date the first day of January, A. D. 1864, whereby the said last-named corporation demised to the said Chicago & Alton Railroad Company the said property forever, upon certain conditions in said indenture mentioned, among which are, that said property shall be forever used as a part of the main line of the said Chicago & Alton Railroad Company, and forever kept in repair, and all needful renewals of the same and its appendages made; and that said Chicago & Alton Railroad Company should pay all taxes, whether Federal, State, county or municipal, which might thereafter be assessed against the said demised property, as by the said indenture, here in court ready to be produced, will more fully appear.

Your orators further show unto your honors that the said Chicago & Alton Railroad Company, on or about the first day of January, 1864, entered into possession of said demised property so mentioned and described in said Schedule No. 2, and has ever since that time remained and still is in possession of the same, and that the said Chicago & Alton Railroad Company has the right to have, use, and enjoy the said property, free from molestation or claim against the said Joliet & Chicago

8 Railroad Company for taxes, other than those assessed upon said demised property.

Your orators further show unto your honors that the said Chicago & Alton Railroad Company acquired the right to occupy and use the said property mentioned and described in said Schedule No. 3, by virtue of a certain indenture between the said Chicago & Alton Railroad Company and the Alton & St. Louis Railroad Company, bearing date the sixteenth day of April, 1864, whereby the said last-named corporation demised to the said Chicago & Alton Railroad Company the said property so mentioned and described in said Schedule No. 3 forever, upon certain conditions in said last-mentioned indenture contained, among which are that said last-mentioned property shall be forever used as a part of the main line of the said Chicago & Alton Railroad Company, and that it should forever keep the said demised property in repair, making all needful renewals of the same and its appendages for that purpose, and

that the said Chicago & Alton Railroad Company should pay all taxes, whether Federal, State, county, or municipal, which might thereafter be assessed against the last-mentioned demised property, as by the said indenture, here in court ready to be produced, will more fully appear.

Your orators further show unto your honors that the said Chicago & Alton Railroad Company, on or about the 16th day of April, 1864,
9 entered into possession of said demised property, so mentioned and described in said Schedule No. 3, and has ever since that time remained and still is in possession of the same, and that the said Chicago & Alton Railroad Company has the right to have, use, and enjoy the said last-mentioned property, free from molestation or claim against the said Alton & St. Louis Railroad Company for taxes, other than those assessed upon said demised property.

Your orators further show unto your honors that the said Chicago & Alton Railroad Company acquired the right to occupy and use the said property so mentioned and described in said Schedule No. 4, by virtue of a certain indenture between the said Chicago & Alton Railroad Company and the St. Louis, Jacksonville & Chicago Railroad Company, bearing date the thirtieth day of April, 1868, whereby the said last-mentioned corporation demised to the said Chicago & Alton Railroad Company the said property, so mentioned and described in said Schedule No. 4 forever, from and after the first day of June, 1868, upon certain conditions in said last-mentioned indenture contained, among which are that said last-mentioned property shall be forever operated in connection with the main line of the said Chicago & Alton Railroad Company, and that it should forever keep the said property in repair, making all needful renewals of and additions to the same and its appendages for that purpose, and the said Chicago & Alton Railroad Company should pay all taxes, whether Federal, State, county, or
10 municipal, which might thereafter be assessed against the said last-mentioned demised property as by the said indenture, here in court ready to be produced, will more fully appear.

Your orators further show unto your honors that the said Chicago & Alton Railroad Company, on or about the first day of June, 1868, entered into possession of said demised property, so mentioned and described in said Schedule No. 4, and has ever since that time remained and still is in possession of the same, and that the said Chicago & Alton Railroad Company has the right to have, use, and enjoy the said last-mentioned demised property, free from molestation or claim against the said St. Louis, Jacksonville & Chicago Railroad Company for taxes, other than those assessed upon said demised property.

Your orators further show unto your honors that said Chicago & Alton Railroad Company acquired the right to occupy and use the property mentioned and described in said Schedule No. 5, by virtue of a certain indenture between the said Chicago & Alton Railroad Company and the Louisiana & Missouri River Railroad Company, bearing date the first day of August, 1870, whereby the said last-named corporation demised unto the said Chicago & Alton Railroad Company the said property so mentioned and described in said Schedule No. 5, forever, as by the said indenture, here in court ready to be produced, will more fully appear.

Your orators further show unto your honors that the rolling
11 stock of the said Chicago & Alton Railroad Company, so described and mentioned in said Schedule No. 6, was on the said first day of May, 1874, used and employed by the said last-named company in transporting persons and property over and upon the lines of railway

described in said Schedules Nos. 1, 2, 3, 4, and 5, as exigencies of said business at that time required; that on the said first day of May, 1874, portions of said rolling-stock were in the States of Missouri and Illinois respectively, and portions thereof were in both of said States.

Your orators further show unto your honors that, by an act of the general assembly of the State of Illinois, entitled "An act for the assessment of property and for the levy and collection of taxes," approved March 30, 1872, every company or corporation owning or operating a railroad in said State was required during the month of May, 1874, to make and file with the county clerks of the respective counties in which the railroad of such company or corporation was located, a sworn list or schedule showing the property held by such company or corporation for right of way, and the length of the main and all side and second tracks and turn-outs in such county, and in each city, town, and village in the same, and the value thereof. Also the value of all improvements and stations located on said right of way; all of which property was denominated by said act, "railroad-track." The said act further
12 required every such company or corporation to make and file with said county clerks a like sworn list or schedule of all engines and cars used or operated by it, and the number of miles of main track on which said engines and cars were used in said State, and the number of miles of main track on which said engines and cars were used elsewhere, which said engines and cars were denominated by said act "rolling-stock." The said act also required every such company or corporation to make and file with said county clerks a like sworn list or schedule of all real estate belonging to it, including the stations and other buildings and structures thereon, other than that denominated "railroad-track," and that such real estate should be listed as lands or lots in the county, town, village, district, or city where the same were located, and that a like list or schedule should be made and filed with said county clerk of all tools and materials for repairs, and of all other personal property of every such company or corporation not denominated "rolling-stock," which should be listed or assessed in the county, town, village, district, or city where the same was on the first day of May, 1874.

Your orators further show unto your honors that the said Chicago & Alton Railroad Company, during the month of May, 1874, made and filed with the county clerks of the respective counties in which the railroad controlled or operated by said company was located, sworn lists or schedules of all the property owned or controlled by said com-
13 pany, as required by the said act of the general assembly of Illinois hereinbefore mentioned, which property was described and valued in said lists or schedules as required by law, and valued as stated in Schedules Nos. 1, 2, 3, 4, and 6, herewith filed; and your orators futher show that the said Chicago & Alton Railroad Company neither owned, controlled, used, or operated, or had any other railroad-track, ro ling-stock, lands, lots, or personal property on the first day of May, 1874.

Your orators further show unto your honors that the said act of the general assembly of Illinois required every company or corporation running or operating a railroad in said State, to make and return to the auditor of public accounts, during the month of May, 1874, sworn statements or schedules as follows:

First. Of the property denominated "railroad-track," giving the length of main and side or second tracks, and turn-outs, and showing the proportions in each county and the total in the State.

Second. The "rolling-stock," giving the length of the main track in each county, the total in the State, and the entire length of the road.

Third. Showing the number of ties in track per mile, the weight of iron or steel per yard, used in main or side tracks, what joints or chairs were used in track; the ballasting of road, whether gravelled or dirt; the number and quality of buildings or other structures on "rail-
14 road-track;" the length of time iron in track has been used, and the length of time the road had been built.

Fourth. A statement or schedule showing—

1. The amount of capital stock authorized, and the number of shares into which such capital stock is divided.

2. The amount of capital stock paid up.

3. The market-value, or if no market-value, then the actual value of the shares of stock.

4. The total amount of all indebtedness, except for current expenses for operating the road.

5. The total listed valuation of all its tangible property in the State.

Such schedule is to be made in conformity to such instructions and forms as might be prescribed by the auditor of public accounts.

Your orators further show unto your honors that the said Chicago & Alton Railroad Company, Joliet & Chicago Railroad Company, Alton & St. Louis Railroad Company, and said St. Louis, Jacksonville & Chicago Railroad Company, respectively, made out and returned to the auditor of public accounts, sworn statements or schedules, as required by said act, and at the time and in the manner required by the same, to which your orators crave leave to refer with the same benefit to themselves as if the same were herein fully set forth.

Your orators further show unto your honors that, after the said sworn lists or schedules were so made and returned by the said Chicago & Alton Railroad Company to the several
15 county clerks as aforesaid, the town assessors of the said several counties, acting under the township organization law of said State, and the county assessors in other counties, without any authority of law, and without notice to the said Chicago & Alton Railroad Company or its agents, although it had known agents in each of said counties, made the additions in their several assessment books, to the listed value of said property specified in schedules Nos. 1, 2, 3, and 4, herewith filed, a portion of which additions are of lands and lots included in the property denominated "railroad track," and other portions thereof are of additions to the value of lands not included in said "railroad track," and additions to the value of personal property not denominated "rolling-stock," all of which additions are particularly set forth in schedules Nos. 1, 2, 3, and 4, herewith filed, and all of which were made without notice as aforesaid. That by means of said additions of lands and lots included in property denominated by said act "railroad track," such lands and lots are first assessed as lands and lots, and are also assessed as a part of the property denominated "railroad track," whereby the said lands and lots are twice assessed. The particular lands and lots so twice assessed are set forth in the schedules herewith filed. That the said assessment-books with said addititions therein, so made by said town and county assessors, were submitted to the respective county boards of equalization as required by law, and thereupon the said county boards of equalization respectively made the additions to the value
16 of the property of the said Chicago & Alton Railroad Company, specified in the said schedules Nos. 1, 2, 3, and 4, herewith filed. That the said county boards of equalization, respectively, having revised

and equalized the said assessment, caused the said assessment-books to be made to conform thereto, and to be filed in the offices of said county clerks respectively, and said county clerks thereafter certified an abstract of the said books to the said auditor of public accounts.

Your orators further show unto your honors, that by said act of the general assembly of Illinois, a board of equalization was created, with certain powers and duties hereinafter mentioned, relative to the valuation of property for the purpose of taxation, and an abstract of the returns so required to be made to said county clerks as aforesaid, and of any additions made thereto by town or county assessors or by county boards of equalization, and the said returns so required to be made to the auditor of public accounts as aforesaid, were required to be submitted to said board, to enable the members thereof to perform the duties imposed upon them relative to the valuation of railroad property for the purpose of taxation.

Your orators further show unto your honors that the constitution of the State of Illinois requires that the property of every person and corporation shall, for the purpose of taxation, be valued separately and not otherwise, so that every person and corporation shall pay a tax in proportion to the value of his individual or its separate property, and that any act of the general assembly of said State, requiring such
16½ valuation to be made by counties so that each county shall pay a tax in proportion to its property, without such separate valuation of the property of each person and corporation, or requiring such valuation to be made by a classification of property, or properties, without such separate valuation of the property of each person and corporation, is in violation of the said constitution. That the said act of the general assembly of Illinois confers powers and imposes duties in contravention to the said constitution in this, that it requires the said board of equalization to consider all property listed and assessed in different counties, by a classification of the same into the classes of personal property, railroad and telegraph property, lands and town and city lots, and upon such consideration to determine what addition to, or deduction from, the aggregate assessed value of each of said classes should be made in any county or throughout the State, and requires the said board to make such addition or deduction by a rate per cent. on the aggregate assessed value of each class, and not otherwise, thereby authorizing and requiring the valuation of property of persons listed or assessed at its actual value, to be increased beyond such value, solely for the reason that property of the same arbitrary class belonging to other persons has been listed or assessed at less than its true value. The individual rights secured by the constitution are by the said act entirely ignored, in order that each arbitrary class of property and each county may pay a proportionate tax.

Your orators further show unto your honors, that the said board of equalization, convened at Springfield, in said State, on the 11th
17 day of August, 1874, and, under color of said act, proceeded to add to and deduct from the listed and assessed valuations of personal property, and lands, and lots returned to said auditor of public accounts by the said county clerks, including the lands and lots embraced in the property denominated "railroad track," without making or pretending to make any re-assessment or revaluation of the said personal property, lands or lots, so belonging to or controlled by the said Chicago & Alton Railroad Company, as aforesaid, and mentioned and described in schedules Nos. 1, 2, 3, and 4, herewith filed. The sums so added and deducted are set opposite the respective parcels and descriptions of

property in said schedules mentioned; and the only and sole reason for making said additions and deductions was to equalize the listed and assessed value of said property with the listed and assessed value of the property of the same class in other counties in the State; and that such additions and deductions were not only made without any valuation or revaluation of the property so controlled and belonging to the said Chicago & Alton Railroad Company, but without regard to the value of such property, separate from the class in which the same was arbitrarily placed as aforesaid; and your orators are advised that all of said additions are without authority of law, and that any and all taxes assessed thereon are illegal exactions in violation of the constitution of said State.

Your orators further show unto your honors, that the said board of equalization, at its said session, so held as aforesaid under
18 color of the said act, proceeded to assess the value of the railroad track so owned and occupied by the said Chicago & Alton Railroad Company, and to distribute such assessment to the several counties in which said road was and is located. The aggregate listed value of said "railroad track," as returned to the said county clerks and to the said auditor of public accounts, was $3,164,461.62, which was distributed to the several counties in which said railroad track was located, according to the value of the same in each of said counties, said schedules Nos. 1, 2, 3, 4, containing the said listed value for each county, to which your orators crave leave to refer, with the same benefit to themselves as if the same were herein set forth at length. That the said board of equalization assessed the aggregate value of said "railroad track" at the sum of $3,255,427, and pretended to distribute the said sum to the said several counties without regard to the actual value of said property in said several counties, but according to the length of the main track of said railroad in the same; but, in fact, distributed the said sum neither according to the actual or assessed value in the said several counties nor according to the length of the main track of said railroad in the same, but without rule or according to some rule unknown to your orators; and, inasmuch as the property denominated railroad track was assessed at an aggregate sum as aforesaid, your orator' *is* unable to ascertain to what extent of value said property is doubly assessed and taxed further than that portions of the same are assessed and taxed as lands
19 and lots at and for the sums in said schedules mentioned, and are also assessed and taxed as a part of the aggregate assessment of said property denominated "railroad track."

And your orators further show unto your honors, that the said board of equalization at its said session, so held as aforesaid, proceeded to assess the value of side or second tracks, turn-outs, station houses, depots, machine shops, and other buildings and improvements, so owned and occupied by the Chicago & Alton Railroad Company. The aggregate listed value of said last-mentioned property as returned to the said county clerks and to the said auditor of public accounts, was $370,052.80, and said property was situated in the several counties mentioned in said schedules Nos. 1, 2, 3, and 4, which contained a listed value for each county, to which your orators crave leave to refer, with the same benefit to themselves as if the same were herein set forth at length. That the said board of equalization assessed the aggregate value of said last-mentioned property at the sum of $275,883.00, then pretended to distribute the said sum to the several counties without regard to the actual value of said property, in said counties, but according to the length of the main track of the railroad in the same, but in fact distributed the said sum neither according to the actual or assessed value in

the several counties, nor according to the length of the main track of the railroad in the same, but without rule or according to some rule unknown to your orators. That said board of equalization made no
20 assessment of the side and second tracks, turn-outs, station houses, depots, machine shops, building' or improvements in the counties, towns, townships, cities, villages, and school districts where the same are situated, but the said board assessed all of said property at an aggregate sum and then distributed said sum so assessed as before mentioned, and by reason thereof your orator' *is* unable to ascertain the just proportion of *of* taxes to be paid upon said property in any county, town, township, city, village, or school district.

Your orators further show unto your honors that the value per mile of the right of way, iron and steel rails laid thereon, bridging, etc., second and side tracks, turn-outs, station houses, depots, machine shops, other buildings and improvements of which said railroad is comprised, is widely different in said different counties, and in some counties is more than quadruple the value per mile of the value per mile in other of said counties, and that by means of the distribution of the assessed value of said property, as made by said board of equalization, the said Chicago & Alton Railroad Company is liable to be assessed for taxes in one county upon property owned in another county. That the county, city, town, village, and special taxes in said counties are widely different, and that such taxes cannot be levied upon an assessment so made as aforesaid, so as to be uniform as to property within the jurisdiction of the body imposing the same; wherefore any and all county, city, town, village, and special taxes levied upon the said assessment so
21 made and distributed by the said board of equalization are illegal exactions made in violation of the constitution and laws of the state of Illinois. Your orators further show unto your honors that the said board of equalization, at its said session, so held as aforesaid, proceded under color of said act to assess the value of the rolling-stock of the said Chicago & Alton Railroad Company. The aggregate listed value of said rolling-stock, as returned to the said auditor of public accounts, was seven hundred and eighty thousand and four dollars, and the aggregate value of the same, as assessed by said board of equalization, was one million two hundred and seventy-eight thousand one hundred and eighty-eight dollars, which assessed value was, without authority of law and in violation thereof, distributed by said board of equalization to the several counties, and in the manner mentioned in the schedules hereto annexed.

And your orators further show unto your honors that the principal office of said Chicago & Alton Railroad Company was on the 1st day of May, 1874, in the city of Chicago, in the county of Cook aforesaid, and that the said company at that same time, and long prior thereto, and ever since, has resided in the said city of Chicago, and that the said company had no rolling-stock of any kind whatever on the 1st day of May, 1874, in any of said counties, except the county of Cook, although some of its rolling-stock was temporarily in said other counties; but your orators aver that said rolling-stock was not taxable in said other counties, by reason of portions of the same being temporarily
22 there, nor was the same taxable in said other counties, by distribution of its value to said counties, according to the length of the main track of said railroad therein.

Your orators further show unto your honors that the said act of the general assembly of Illinois further required the capital stock of all companies and associations created under the laws of said State should

be so valued by the State board of equalization as to ascertain and determine the fair cash value of such capital stock, including the franchise, over and above the assessed value of the tangible property of such company or association. That said board should adopt such rules and principles for ascertaining the fair cash value of such capital stock as to it might seem equitable and just, and such rules and principles, when so adopted, if not inconsistent with said act, should be as binding and of the same effect as if contained in said act, subject, however, to such change, alteration, or amendment as might be found from time to time to be necessary by the said board.

Your orators further show unto your honors that the said Chicago & Alton Railroad Company was on the 1st day of May, 1874, indebted to divers persons in the sum of seven millions two hundred and fifty thousand nine hundred dollars, specified in certain bonds theretofore issued by said company, becoming due at different times, but all of them becoming due some years hence, and bearing interest payable semi-annually, which bonds were transferable by delivery, and the principal and interest of the same was payable in New York; that nearly all
23 of said bonds were, on the said 1st day of May, 1874, held by persons other than citizens or residents of the State of Illinois.

Your orators further show unto your honors that the said board of equalization, at its session so held as aforesaid, proceeded to assess, and did assess, the said Chicago & Alton Railroad Company the sum of seven million six hundred and twenty-nine thousand eight hundred and twenty-nine dollars, as and for the value of its capital stock, including its franchise, over and above the assessed value of its tangible property, which sum last mentioned the said board of equalization distributed to the several counties mentioned in said schedules, herewith filed, and in the proportions therein mentioned.

Your orators further show unto your honors that the sum of seven million six hundred and twenty-nine thousand eight hundred and twenty-nine dollars, so assessed to the said Chicago & Alton Railroad Company as the value of its capital stock and franchises, included not only the debt of the said Chicago & Alton Railroad Company, but certain bonded debts of the said Joliet & Chicago Railroad Company and the St. Louis, Jacksonville & Chicago Railroad Company, and the capital stock of the said Joliet & Chicago Railroad Company, the St. Louis, Jacksonville & Chicago Railroad Company, and the Alton & St. Louis Railroad Company; that the said debts of the said several companies and the said capital stock of the said several companies were all
24 included in one aggregate assessment, without distinguishing how much was assessed for each, and that your orators have no means of determining how much was assessed for each; and that the said board of equalization, having made said pretended assessment upon the capital stock and debts of the Chicago & Alton Railroad Company, and of such other corporations as the said board saw fit to include therein, as aforesaid, proceeded to distribute the aggregate amount of said assessment to the several counties mentioned in said schedules, in the proportion therein mentioned.

Your orators further show unto your honors that said pretended equalization of lands and lots and personal property, and said pretended assessments of railroad track, rolling-stock and capital stock, including the franchise, so made by the board of equalization as aforesaid, were made in violation of law. That the constitution of the State of Illinos requires taxation of franchise to be made under a general law enacted by the general assembly of said State, prescribing a rule, uni-

form in its operation, for that purpose, and that the general assembly of said State could not delegate its authority in this respect to said board of equalization in the manner in said act provided, and that the said general assembly could not provide for the election or appointment of persons to ascertain the value of the property of one class of persons,
and elect or appoint other persons to ascertain the value of the
25 property of other classes of persons, nor could the said general assembly *although* the assessment and levy of county, town, city, or village taxes by any person or persons other than officers of said counties, towns, cities, and villages, respectively. That said act allowed the said equalizations and assessments to be made by vote of a minority of the members of said board in favor of the same, and that in all these respects the said act and all proceedings under the same are in violation of the constitution of said State.

Your orators further show unto your honors that the said board of equalization did not attempt or pretend to assess the value of the franchise of said corporations, apart from the capital stock thereof, respectively, and if any such value was included in the value of such capital stock it is so intermingled therewith that the same cannot be separated, and that by reason thereof the entire assessment is void. That the capital stock of a corporation is an artificial species of property created by legislative enactment, and is entirely distinct and different from the capital of such corporation; that such capital stock is not and cannot be owned by the corporation, and is the property of the stockholders thereof, and that the said assessments so made by said board of equalization against said corporations for capital stock are void, for the reason that said corporations had not and could not have any property therein. That so much of said act as requires the assessment of the
capital stock of said corporations was not designed as a means
26 to enable said board to assess the capital of said corporations, but said act requires not only the capital of corporations to be assessed, but their capital stock to be assessed to the corporations in addition thereto.

Your orators further show unto your honors that the distribution of the amount required to be assessed for the capital stock of said corporations, in the manner required by said act, is in violation of the constitution of said State, requiring county, city, town, village and special taxes to be levied so as to be uniform as to property within the jurisdiction of the body imposing the same. That the said board of equalization, having completed said illegal and void equalization and assessments so made as aforesaid, the chairman and secretary of said board certified to the said auditor of public accounts the rates finally adopted by said board, to be added to or deducted from the listed or assessed value of each class of property in the several counties, and also the amounts assessed by the said board. Whereupon the said auditor of public accounts reported the action of said board to the several county clerks aforesaid, which rates of addition and deduction and assessed values are particularly set forth in schedules Nos. 1, 2, 3, and 4 herewith filed.

Your orators further show unto your honors that by an act of the general assembly of the State of Illinois, entitled "An act to provide the
necessary revenue for State purposes," approved May 8, 1873, it
27 was provided that there should be raised by levying a tax, by valuation upon the taxable property of said State, the following sums for the following purposes:

For general State purposes, to be designated "revenue fund," the sum of one million five hundred thousand dollars upon the assessed

value of property for the year 1874, and for the State school purposes, to be designated "State school fund" (in lieu of the two-mill tax therefor,) one million of dollars, and that it should be the duty of the governor and auditor, annually, to compute the separate rates per cent. required to produce not less than the above amounts, and when so ascertained it should be the duty of the auditor to certify to the county clerks the proper separate rates per cent. therefor. Your orator further shows unto your honors that the said auditor of public accounts, under color of said act, did, on or about the month of November, 1874, certify to the several county clerks of said State the rate of one and forty-four one-hundredths mills on each dollar's valuation of property for general State purposes, and the rate of ninety-six one-hundredth of one mill on each dollar's valuation of property for State-school purposes; and did, in or by virtue of the said *said* certificate, require said county clerks to extend the same against the valuation of all property assessed in their respective counties for the year 1874, as equalized or assessed by the said board of equalization, said rates being in the aggregate equal to two and four tenths mills on each dollar, or twenty-four cents on each one hundred dollars of equalized or assessed valuation, and in
28 detail as follows: For revenue purposes, fourteen and four-tenths cents on each $100 for State-school purposes, nine and six-tenths cents on each $100.

Your orator further shows unto your honors that in pursuance of the said direction of the auditor of public accounts, the said county clerks of the said several counties in which the railroad so operated by the said Chicago & Alton Railroad Company is located as aforesaid, have extended or are now engaged in extending on tax-books of said counties, respectively, for the year 1874, the said assessments so made and equalized by said board of equalization as aforesaid, and the assessments so extended thereby became or will become the basis upon which all State, county, town, village, city, and special taxes were levied or are to be levied for the year 1874, so far as the same were or are to be levied by or through the agency of said county clerks in extending the same in the tax-books of said counties respectively; that the said county clerks have respectively computed the State taxes for the year 1874, in accordance with the said certificate of the auditor, and extended the same against the said illegal valuations of all property, or are now engaged in so doing, so illegally assessed against the Chicago & Alton Railroad Company, and have also extended, or are now engaged in so doing against said illegal valuations of property, divers county, corporation, town, and other taxes against the said corporation, particularly set forth in the said schedules herewith filed, and have respectively issued warrants in due form of law to the respective collectors of said counties for the collection of all of said taxes, or will immediately so do,
29 and the said respective collectors now threaten, by virtue of said warrants, to seize, levy upon, and sell the property of said Chicago & Alton Railroad Company, unless said taxes are paid; and your orators are informed and believe that said respective collectors will, by virtue of the said respective warrants so issued to them, or to be issued to them, as aforesaid, seize, levy upon, and sell the property of the said last-mentioned corporation for the payment of said taxes unless they are restrained from so doing by an injunction issued by said circuit court of the United States for the district aforesaid.

Your orators further show unto your honors that the said certificate of the said auditor of public accounts was the only authority of the said county clerks for extending said State tax.

Your orators further show that any application of the funds of the Chicago & Alton Railroad Company to the payment of said unjust and illegal taxes would be a breach of trust on its part, and that a large number of the shareholders of said company, including your orators, have notified the directors thereof that such shareholders will hold said company and directors responsible for any misapplication of the funds of said corporation in that respect, and if any such payment should be made, it would subject said corporation to a multiplicity of suits in favor of the numerous shareholders of the same. That if said directors of the Chicago & Alton Railroad Company should suffer its property to be levied upon and sold for the payment of said taxes, it would not
30 only subject it to a multiplicity of suits, but would produce irremediable injury to said corporation and its shareholders, that such sale would greatly hinder and delay it in its business of transporting persons and property, and to some extent prevent the same, and thereby diminish the gains and profits of such business.

Your orators further show unto your honors that they were on the first day of May, 1874, and ever since have been, and are now, the owners of five hundred and thirty-seven shares of the capital stock of said Chicago & Alton Railroad Company, for which they hold a certificate of said company issued to them in the usual form, and that as such shareholders, they, on the 14th day of January, 1875, applied to the board of directors of said last-named corporation in writing, and requested them in the name of said corporation to institute proceedings forthwith to restrain the collection of said taxes, and notifying the said board not to pay them, a copy of which communication is herewith filed marked "Exhibit No. 7." Whereupon the said board of directors resolved that "we fully concur in the views expressed by M. K. Jessup, Paton & Co., in their communication to the board dated January 4, 1875, relative to the illegality of the assessment of the property, stock, and franchises of the company, and the levy of taxes thereon, but in consideration of obstacles in the way of testing the validity of such assessments and levy in the courts of the State of Illinois, we decline to take the action which we are called upon by them to take." Your orators further show unto your honors that the said board of directors still refuse to act in the premises, and that the engines, cars, and
31 other property of the said corporation are daily in danger of being levied upon by said collectors respectively, in order to satisfy said taxes, and that they fear, and have good reason to fear, that such levies will be immediately made.

Your orators further show unto your honors that they are ready and willing, and they hereby offer, to pay for the said Chicago & Alton Railroad Company so much of said taxes as have been legally assessed against said company, and hereby offer to bring the money into this honorable court for that purpose, so soon as the amount thereof can be ascertained, but your orators are now unable to ascertain such amount, and therefore cannot make a tender of the same.

To the end, therefore, that the said Chicago & Alton Railroad Company, and the said H. B. Miller, James W. Martin, John Anderton, Joseph H. Stitt, Joseph Ream, Joseph Denison, Edward R. Perkins, John W. Wills, Stephen W. Bowman, James T. Cooper, Samuel W. Raymond, Anson J. Depue, Ayers M. Whitaker, Thomas Cooper, Nathaniel J. Andrews, David Hollis, James W. Hughes, Samuel Bivens, Frederick Wilkinson, George Volkmar, N. H. Broadwell, and A. A. Wheelock may full, true, direct, and perfect answers make to all and singular the premises, an answer under oath being hereby expressly

waived, and show, if they can, why your orators should not have the relief hereby prayed; and that the said Chicago & Alton Railroad Company may be enjoined and restrained from using or applying any of its funds or moneys in payment of the said taxes or any of them, and that the said H. B. Miller, James W. Martin, John Anderton, Joseph H. Stitt, Joseph Ream, Joseph Denison, Edward R. Perkins, John W. Wills,
Stephen W. Bowman, James T. Cooper, Samuel W. Raymond,
32 Hanson J. Depue, Ayers M. Whitaker, Thomas Cooper, Nathaniel J. Andrews, David Hollis, James W. Hughes, Samuel Bivens, Frederick S. Wilkinson, George Volkmar, W. H. Broadwell, and A. A. Wheelock, respectively, and their respective deputies, assistants, servants, and successors, may be, by injunction of this honorable court, restrained from collecting said taxes or any of them under warrants for the collection of the same of or from the said Chicago & Alton Railroad Company or otherwise, and in the mean time and until final hearing, that the said last-named defendants, collectors of said counties as aforesaid, and their respective deputies, assistants, and servants, may respectively be restrained from collecting any and all State, county, corporation, town, school, road, and special taxes for the year 1874, under or by virtue of any warrant issued or to be issued to them respectively, by the county clerk of the county of which they are respectively collectors as aforesaid, and from seizing, levying upon, distraining, or in any manner interfering with the property of said Chicago & Alton Railroad Company for that purpose until the further order of said court, and that your orators may have such other and further relief as equity and good conscience may require and to your honors shall seem meet.

May it please your honors, the premises considered, to grant unto your orators writs of subpœna of the United States of America, directed to the said Chicago & Alton Railroad Company, and the said H. B. Miller, James W. Martin, John Anderton, Joseph H. Stitt, Joseph Ream, Joseph Denison, Edward R. Perkins, John W. Wills, Stephen W. Bowman,
James T. Cooper, Samuel W. Raymond, Anson J. Depue, Ayers
33 M. Whitaker, Thomas Cooper, Nathaniel J. Andrews, David Hollis, James W. Hughes, Samuel Bivens, Frederick Wilkinson, George Volkmar, W. H. Broadwell, and A. A. Wheelock, thereby commanding them and every of them, at a certain day therein to be specified, to be and appear before your honors in this honorable court, and then and there to answer all and singular the premises, and to stand to and abide such order and decree therein as to your honors shall seem meet, and your orators shall ever pray.

MORRIS K. JESUP,
JOHN PATON,
D. A. LINDLEY, and
E. K. GOODNOW,
By their solr., C. BECKWITH.

C. BECKWITH and
WM. J. TEWKESBURY,
Solrs. for Complts.

UNITED STATES OF AMERICA,
Northern District of Illinois, ss:

John Crerar, being duly sworn, testifies and says that he is the agent and attorney of Morris K. Jesup, John Paton, D. A. Lindley, and E. K. Goodnow, the complainants in the foregoing bill of complaint, and, as such agent and attorney, has made investigation relative to the facts therein

stated, and is better acquainted with the details of the same than the said complainants; that he is authorized by the said complainants to cause the foregoing bill to be filed; that he has read the said bill, and knows the contents thereof, and that the same is true of his own knowledge, except those matters stated on information and belief, and
34 those he believes to be true; and that he is informed and believes that John Anderton, the collector of Grundy County, Ayers M. Whittaker, the collector of Woodford County, James T. Cooper, the collector of Madison County, defendants in the said bill of complaint, have respectively notified the said Chicago and Alton Railroad Company that unless the taxes against said company, which they respectively claim the right to collect, as set forth in the said bill of complaint, are not immediately paid, they shall forthwith levy on the cars and engines of said company, and this affiant has good reason to believe and does believe that they and others of said collectors will make such levy before a motion for an injunction upon the foregoing bill of complaint can be heard. That such levy would almost necessarily interrupt the regular running of the trains of said company and its business, and would produce irreparable injury to said company.

JOHN CRERAR.

Subscribed and sworn to before me, this 2d day of February, 1875.
[SEAL.] CHAS. H. FOSTER,
Notary Public.

(Endorsed:) Filed Feb'y 3d, 1875. Wm. H. Bradley, clk.

35 And thereupon the following subpœnas issued in said cause, which, together with the marshal's return thereon endorsed, reads in the words and figures following, to wit:

UNITED STATES OF AMERICA,
Northern District of Illinois, ss:

The United States of America to thee Chicago & Alton Railroad Company, H. B. Miller, collector of Cook County, James W. Martin, collector of Will County, John Anderton, collector of Grundey County, Joseph H. Stitt, collector of Livingston County, Joseph Ream, collector of Logan County, Joseph Denison, collector of McLean County, Edward R. Perkins, collector of Sangamon County, John W. Wills, collector of Macoupin County, Stephen W. Bowman, collector of Jersey County, James T. Cooper, collector of Madison County, Samuel W. Raymond, collector of La Salle County, Anson J. Depue, collector of Marshall County, Ayers M. Whitaker, collector of Woodford County, Thomas Cooper, collector of Tazewell County, Nathaniel J. Andrews, collector of Green County, David Hollis, collector of Pike County, James W. Hughes, collector of St. Clair County, Samuel Bivens, collector of Mason County, Frederick Wilkinson, collector of Menard County, George Volkmar, collector of Cass County, W. H. Broadwell, collector of Morgan County, and A. A. Wheelock, collector of Scott County, greeting:

36 We command you and every of you that you appear before our judges of our circuit court of the United States of America for the northern district of Illinois at Chicago, in said district, on the first Monday in the month of March next, to answer the bill of complaint of Morris K. Jessup, John Paton, D. A. Lindley, and E. K. Goodnow, this

day filed in the clerk's office of said court in said city of Chicago, then and there to receive and abide by such judgment and decree as shall then or thereafter be made, upon pain of judgment being pronounced against you by default.

To the marshal of the northern district of Illinois to execute.

Witness the Hon. Morrison R. Waite, Chief-Justice of the Supreme Court of the United States of America, at Chicago aforesaid, this third day of February, in the year of our Lord one thousand eight hundred and seventy-five, and of our Independence the 99th.

[L. S.] W. H. BRADLEY, *Clk.*

MEMORANDUM.—The above-named defendants are notified that unless they and each of them shall enter their appearance in the clerk's office of said court, at Chicago aforesaid, on or before the day of to which the above writ is returnable, the complainant's bill will be taken
37 against them as confessed and a decree entered accordingly.

WM. H. BRADLEY,
Clerk.

Marshal's return.

UNITED STATES OF AMERICA,
Northern District of Illinois, ss:

I served the annexed writ in manner following, to wit, by causing a true and correct copy of the same to be delivered to H. B. Miller and James W. Martin, collectors, on the 4th day of March, A. D. 1875; to S. W. Raymond and John Anderton, collectors, on the 5th day of February, A. D. 1875; to Ayres M. Whitaker, collector, on the 9th day of Feb., 1875; to Joseph Stitt, col., on the 21st day of Feb., 1875; but I did not cause a copy to be served upon Anson J. Dupee, collector therein named, as the attorney-general for the State of Illinois had entered appearance for all the other named collectors.

B. H. CAMPBELL,
U. S. Marshal,
By L. O. GILMORE.

(Endorsed:) Filed March 15th, A. D. 1875. Wm. H. Bradley, clerk

UNITED STATES OF AMERICA,
Northern District of Illinois, ss:

The United States of America to the Chicago & Alton Railroad Company, H. B. Miller, collector of Cook County, James W. Martin, collector of Will County, John Anderton, collector of Grundy
38 County, Joseph H. Stitt, collector of Livingston County, Joseph Ream, collector of Logan County, Joseph Denison, collector of McLean County, Edward R. Perkins, collector of Sangamon County, John W. Wills, collector of Macoupin County, Stephen W. Bowman, collector of Jersey County, James T. Cooper, collector of Madison County, Samuel W. Raymond, collector of La Salle County, Anson J. Depue, collector of Marshall County, Ayers M. Whitaker, collector of Woodford County, Thomas Cooper, collector of Tazewell County, Nathaniel J. Andrews, collector of Greene County, David Hollis, collector of Pike County, James W. Hughes, collector of St. Clair County, Samuel Bivens, collector of Mason County, Frederick Wilkinson, collector of Menard County, George Volkmar, collector of Cass County, W. H. Broadwell, collector of Morgan County, and A. A. Wheelock, collector of Scott County, greeting:

We command you and every of you, that you appear before our judges

of our circuit court of the United States of America for the northern district of Illinois, at Chicago, in said district, on the first Monday in the month of March next, to answer the bill of complaint of Morris K. Jessup, John Paton, D. A. Lindley, and E. K. Goodnow, this day filed in the clerk's office of said court, in said city of Chicago, then and there to receive and abide by such judgment and decree as shall then or thereafter be made, upon pain of judgment being pronounced against you by default.

39 To the marshal of the southern district of Illinois to execute.

Witness the Hon. Morrison R. Waite, Chief-Justice of the Supreme Court of the United States of America, at Chicago aforesaid, this third day of February, in the year of our Lord one thousand eight hundred and seventy-five, and of our Independence the 99th.

[L. S.] WM. H. BRADLEY, *Clerk.*

MEMORANDUM.—The above-named defendants are notified that unless they and each of them shall enter their appearance in the clerk's office of said court, at Chicago afore aid, on or before the day to which the above writ is returnable, the complainants' bill will be taken against them as confessed and a decree entered accordingly.

WM. H. BRADLEY, *Clerk.*

This is a duplicate of the subpœna issued to the marshal of the northern district of Illinois.

W. H. BRADLEY, *Clerk.*

Marshal's return.

I have served the within writ in the following manner, to wit: Upon John W. Wills, collector of Macoupin County, therein named, on the 6th day of February, A. D. 1875; also upon Edward R. Perkins, collector of Sangamon County, therein named, on the 8th day of

40 Feby., A. D. 1875; also upon Wolfgang Feuler, collector of Menard County, on the 8th day of February, A. D. 1875; also upon Samuel Bevins, collector of Mason County, on the 8th day of Feby., A. D. 1875; also upon Thomas Cooper, collector of Tazewell County, on the 9th day of Feby., A. D. 1875, by personally delivering to each of them a true copy of the same on the aforesaid days.

E. R. ROE,
U. S. Marshal, So. Dist. of Illinois,
By C. S. ROE, *Deputy.*

Executed this writ on the 5th day of February, A. D. 1875, by delivering a true copy of the same to the within-named Joseph Ream, collector of Logan County; and, on the 6th day of February, A. D. 1875, by delivering a true copy of the same to the within-named James T. Cooper, collector of Madison County, and by delivering a true copy of the same to Herman G. Weber, collector of St. Clair County; and on the 8th day of February, A. D. 1875, by delivering true copies of the same to William Epler, collector of Cass County, and Robert A. Blair, collector of Scott County; and on the 9th day of February, A. D. 1875, by delivering a true copy of the same to A. H. Barrett, collector of Jersey County, and by leaving true copies of the same at the usual place of abode of Frank M. Bridges, collector of Greene County,

41 and Irwin Dunlap, collector of *of* Morgan County, in the hands of a member of their respective families above the age of ten years.

E. R. ROE,
U. S. Marshal, Southern District of Illinois,
By C. W. PHILLIPS, *Deputy.*

I executed this writ on the 5th day of February, 1875, by delivering a true copy thereof to Joseph Dennison, within named, collector of McLean County, and by delivering a true copy to David Hollis, therein named, collector of Pike County, on the 9th day of February, 1875.

E. R. ROE,
U. S. Marshal So. Dist. of Ill.

(Endorsed:) Filed Feb. 15th, 1875. W. H. Bradley, clk.

UNITED STATES OF AMERICA,
Northern District of Illinois, ss:

The United States of America to Frank M. Bridges, collector of Green County; Herman G. Webber, collector of St. Clair County; Wolfgang Feulner, collector of Menard Co.; William Epler, collector of Cass County; Irvin Dunlap, collector of Morgan County; and Robert A. Blair, collector of Scott County, impleaded with the Chicago and Alton Railroad Company, and others, greeting:

We command you and every of you that you appear before our judges of our circuit court of the United States of America for the
42 northern district of Illinois, at Chicago, in said district, on the first Monday in the month of March next, to answer the bill of complaint of Morris K. Jessup, John Paton, D. A. Lindley, and E. K. Goodnow, filed February 3d, 1875, in the clerk's office of said court in said city of Chicago, then and there to receive and abide by such judgment and decree as shall then or thereafter be made, upon pain of judgment being pronounced against you by default.

To the marshal of the southern district of Illinois to execute.

Witness the Hon. Morrison R. Waite, Chief-Justice of the Supreme Court of the United States of America, at Chicago aforesaid, this eighth day of February, in the year of our Lord one thousand eight hundred and seventy-five, and of our Independence the 99th.

[L. S.] W. H. BRADLEY, *Clk.*

MEMORANDA.—The above-named defendants are notified that unless they and each of them shall enter their appearance in the clerk's office of said court, at Chicago aforesaid, on or before the day to which the above writ is returnable, the complainant's bill will be taken
43 against them as confessed, and a decree entered accordingly.

W. H. BRADLEY, *Clerk.*

I have served the within writ in the following manner, to wit, upon Wolfgang Feulner, collector of Menard County, therein named, on the 12th day of Feby., A. D. 1875; upon William Epler, collector of Cass County, therein named, on the 12th day of Feby., A. D. 1875, by personally delivering to each of them a true copy of the same, on the aforesaid days. I also served the same upon the following-named defendant, not being able to find him to serve personally, by leaving a true copy for him at his usual place of abode with a free white person above the

age of ten years, and a member of his family, to wit, upon Irwin Dunlap, collector of Morgan County, on the 9th day of Feby., A. D. 1875, with Mrs. Irwin Dunlap.

E. R. ROE,
U. S. Marshal So. Dist. of Ill.,
By C. S. ROE,
Deputy.

Executed this writ on the 11th day of February, A. D. 1875, by delivering true copies of the same to the within-named Frank M. Bridges, collector of Greene County, and Robert A. Blair, collector of Scott County, and on the 12th day of February, A. D. 1875, by delivering a true copy of the same to the within-named Hermann G. Weber, collector of St. Clair County.

44

E. R. ROE,
U. S. Marshal Southern District of Illinois,
By C. W. PHILLIPS,
Deputy.

(Endorsed:) Filed Feb. 15, 1875. W. H. Bradley, clerk.

UNITED STATES OF AMERICA,
Northern District of Illinois:

The United States of America to A. H. Barrett, collector of Jersey County, impleaded with the Chicago and Alton Railroad Company and others, greeting:

We command you that you appear before our judges of our circuit court of the United States of America for the northern district of Illinois, at Chicago, in said district, on the first Monday in the month of March next, to answer the bill of complaint of Morris K. Jessup, John Paton, D. A. Lindley, and E. K. Goodnow, (filed Feb. 3, 1875, and as amended,) in the clerk's office of said court, in said city of Chicago, then and there to receive and abide by such judgment and decree as shall then or thereafter be made, upon pain of judgment being pronounced against you by default.

To the marshal of the southern district of Illinois to execute.

Witness the Hon. Morrison R. Waite, Chief-Justice of the Supreme Court of the United States of America, at Chicago aforesaid, this eleventh day of February, in the year of our Lord one thousand eight hundred and seventy-five, and of our Independence the 99th year.

45

WM. H. BRADLEY, *Clerk.*

MEMORANDUM.—The above-named defendant is notified that unless he shall enter his appearance in the clerk's office of said court, at Chicago aforesaid, on or before the day on which the above writ is returnable, the complainant's bill will be taken against him as confessed and a decree entered accordingly.

WM. H. BRADLEY, *Clerk.*

Marshal's return.

I have served the within writ in the following manner, to wit, upon A. H. Barrett, collector of Jersey County, therein named, on the 13th day

of Feb'y, A. D. 1875, by personally delivering to him a true copy of the same on the aforesaid day.

E. R. ROE,
U. S. Marshal So. Dist. of Illinois,
By C. S. ROE, *Deputy.*

(Endorsed:) Filed Feb'y 15th, A. D. 1875. Wm. H. Bradley, clerk.

46 And afterwards, to wit, on the 3d day of February, A. D. 1875, the defendant, the Chicago, Alton & St. Louis Railroad Company, by John I. Lalor, esq., its attorney, came & filed its appearance herein, to wit:

Circuit court of the United States, northern district of Illinois, *ss*:

MORRIS K. JESSUP ET AL.
v.
THE CHICAGO & ALTON RAILROAD COMPANY et al.

I hereby enter the appearance of the defendant, the Chicago & Alton Railroad Company, in the above-entitled cause, & waive service of process and rule to plead.

JOHN I. LALOR,
Sol'r for Chicago & Alton Railroad Company.

(Endorsed:) Filed February 3d, 1875. Wm. H. Bradley, clerk.

48 And afterwards, to wit, on the 3d day of February, A. D. 1875, in the record of the proceedings of said court is the following entry, to wit:

MORRIS K. JESSUP ET AL.
v.
THE CHICAGO AND ALTON RAILROAD COMPANY et al. } In chancery.

Now come the complainants by their solicitor and file their bill of complaint against the defendants and move the court for an injunction as therein prayed for.

And it appearing to the court that the complainant will suffer irreparable damage unless said injunction is granted, it is thereupon ordered that H. B. Miller, collector of Cook County, James W. Martin, collector of Will County, John Anderton, collector of Grundy County, Joseph Stitt, collector of Livingston County, Joseph Ream, collector of Logan County, Joseph Dennison, collector of McLean County, Edward R. Perkins, collector of Sangamon County, John W. Wills, collector of Macoupin County, Stephen W. Bowman, collector of Jersey County, James T. Cooper, collector of Madison County, Samuel W. Raymond, collector of La Salle County, Anson J. Depue, collector of Marshall County, Ayers M. Whittaker, collector of Woodford County,
49 Thomas Cooper, collector of Tazewell County, Nathaniel J. Andrews, collector of Greene County, David Hollis, collector of Pike County, James W. Hughes, collector of Saint Clair County, Samuel Bivens, collector of Mason County, Frederick Wilkinson, collector of Menard County, George Volkmar, collector of Cass County, W. H. Broadwell,

collector of Morgan County, and A. A. Wheelock, collector of Scott County, citizens of the State of Illinois, be, and they are hereby, enjoined and restrained from collecting the taxes assessed against the capital stock and franchise of the defendant, the Chicago and Alton Railroad Company, mentioned in the said bill of complaint for the year 1874, or in any manner enforcing the collection of said taxes until the further order of this court. It is further ordered that the hearing of the motion for the injunction prayed for in the said bill of complaint be set for the 15th day of February next.

And afterwards, to wit, on the 11th day of February, A. D. 1875, in the record of the proceedings of said court is the following entry, to wit:

50 MORRIS K. JESSUP ET AL.
v.
THE CHICAGO & ALTON RAILROAD COMpany, H. B. Miller, et al. } In chancery.

Now come the complainants by their solicitor, and on his motion it is ordered that the name of Stephen W. Bowman, collector of Jersey County, one of the defendants in the bill of complaint herein, be stricken from said bill, and that A. H. Barrett, collector of Jersey County, be substituted as defendant in said bill in place of the said defendant, whose name has been stricken out. And it is ordered that said defendant, A. H. Barrett, collector, as aforesaid, be, and he is hereby, enjoined and restrained from collecting the taxes assessed against the capital stock and franchises of the defendant, the Chicago & Alton Railroad Company, mentioned in said bill of complaint, for the year 1874, or in any manner enforcing the collection of said taxes until the further order of the court.

And it is further ordered that the hearing of the motion for the injunction prayed for in the bill of complaint be set for the fifteenth day of February instant.

51 And afterwards, to wit, on the 15th day of February, A. D. 1875, in the record of the proceedings of said court in said cause is the following entry, to wit:

MORRIS K. JESSUP ET AL.
v.
THE CHICAGO & ALTON RAILROAD COMpany, H. B. Miller, et al. } In chancery.

Now comes the complainants by his solicitors, and John M. Rountree, solicitor for the defendant Cook County, and now comes on to be heard the motion of the complainant for injunction herein, and after hearing the same, the court, not being now sufficiently advised in the premises, takes time to consider.

And afterwards, to wit, on the 6th day of April, A. D. 1875, came the said defendants (except the said railroad company) and file their answers herein, which is in the words and figures following, to wit:

52 *Answer of defendants, (except the railroad company.)*

UNITED STATES OF AMERICA,
Northern District of Illinois:

In the circuit court, of the March term, A. D. 1875.

The joint and several answers of H. B. Miller, collector of Cook County, James W. Martin, collector of Will County, John Anderton, collector of Grundy County, Joseph H. Stitt, collector of Livingston County, Joseph Ream, collector of Logan County, Joseph Dennison, collector of McLean County, Edward R. Perkins, collector of Sangamon County, John W. Wills, collector of Macoupin County, Augustus H. Barrett, collector of Jersey County, Samuel W. Raymond, collector of La Salle County, Anson J. Depue, collector of Marshall County, Ayers M. Whittaker, collector of Woodford County, Thomas Cooper, collector of Tazewell County, Nathaniel J. Andrews, collector of Green County, David Hollis, collector of Pike County, James W. Hughes, collector of St. Clair County, Samuel Bivens, collector of Mason County, Frederick Wilkinson, collector of Menard County, George Volkmar, collector of Cass County, William H. Broadwell, collector of Morgan County, A. A. Wheelock, collector of Scott County, defendants, impleaded with the Chicago & Alton Railroad Company to the
53 bill of complaint of Morris K. Jessup, John Patton, D. A. Lindley, and E. K. Goodman, complainants.

These defendants, saving and reserving to themselves all right of exception to the many errors, uncertainties, and insufficiencies in the complainants' bill of complaint contained, for answer thereto, or to such parts thereof as these defendants are advised it is necessary or material that they should answer, say:

That they admit the incorporation of the Chicago and Alton Railroad Company, as alleged in the bill, and also admit that on and prior to the first day of May, A. D. 1874, said company had issued certificates of stock therein to its various shareholders, amounting in the aggregate to eleven million three hundred and fifty thousand three hundred dollars, ($11,350,300,) but as to the residence of such shareholders these defendants are not informed, except by the averments of said bill.

Defendants also admit that on the first day of May, 1874, the said railroad company owned and was in the possession of the property in the bill described and mentioned.

Defendants, further answering, admit that they are informed and believe the said Chicago and Alton Railroad Company, at or about the times in said bill mentioned, in some manner acquired the perpetual right to use, occupy, and operate the several railroads built by or under charters granted to the Joliet and Chicago Railroad Company, the Alton and St. Louis Railroad Company, and the St. Louis and Jackson-
54 ville Railroad Company, in the bill mentioned, and did accordingly use and operate all of said several railroads in connection with its own road as if the same constituted but one railroad, and became bound to pay all Federal, State, county, and municipal taxes thereon, as alleged in the bill of complaint.

Defendants also admit that the said Chicago and Alton Railroad Company filed or caused to be filed with the several county clerks of the counties in the bill mentioned, and also with the auditor of public accounts of the State, schedules and lists of property claimed by said company to be subject to taxation at the time alleged in said bill.

Defendants, upon information and belief, deny that the town assessors of the said several counties in the bill mentioned, under township organization, and the county assessors in the other counties therein mentioned, assessed as lands or town lots any portion of the "railroad-track" of said company, and deny that any portion of the property of said company was in any manner doubly assessed, as alleged in said bill; but, on the contrary thereof, aver, upon information and belief, that such real estate as was assessed by said local assessors was such as did not pertain to and was not used as the "railroad-track," and that such personal property as was assessed by said local assessors was such as they found in their respective counties and towns, which did not belong to and was not a part of the "rolling-stock" of said company as defined in the law, and was only such tangible property as it was the duty of said county and town assessors to assess in their respective counties and towns.

55

Respondents admit that the assessment books of the said several county and town assessors were returned to the county board of equalization of the respective counties, where the same were reviewed by said county boards and the assessments equalized in such counties, and an abstract of the said assessment books so made by the respective county clerks were duly certified to the auditor of public accounts of the State, as required by law.

And these defendants submit that, if it should appear that such county and town assessors through mistake or otherwise assessed as lands or town lots real estate which was a part of the "railroad-track," it could work no substantial injury to such company, because it would thus increase the assessment of tangible property of said company, and thus, to the same extent, decrease the amount which would otherwise be assessed against said company under the head of capital stock.

Respondents further admit the election and organization of the board of equalization of the State of Illinois, and that such board convened at Springfield, in said State, on the 11th day of August, 1874, and adjourned from day to day and continued their session until the 8th day of October, 1874, when said board finally adjourned without day.

56

Defendants further answering say that, while said State board of equalization was so in session, said board equalized as between the several counties in the State the assessments of property in such counties, which included that portion of the tangible property of said company which had been so assessed in the respective counties by said local county and town assessors, and that said State board of equalization, in pursuance of the law of Illinois in that behalf, assessed the "rolling-stock" and the "railroad-track" of said Chicago and Alton Railroad Company, and, also, in pursuance of the statutes of Illinois in that behalf, ascertained the value of the capital stock (meaning the capital or property) of said company, including its franchises, over and above the assessed and equalized value of the tangible property of said company, and assessed the surplus of such ascertained value of such capital and franchises over and above the assessed value of the tangible property of said company at the aggregate amount stated in the bill of complaint; and that the right of way, denominated in the law "railroad-track," including the superstructure of the main track, (but exclusive of superstructure of side or second tracks, turn-outs, and the station-houses, depots, machine-shops, or other buildings belonging to the railroad, situated upon the right of way,) was assessed by said State board at the sum of two million two hundred and seventy-two thousand and seventy-seven dollars, ($2,272,077;) and that the superstructure of

the side or second tracks, turn-outs, station-houses, depots, ma-
57 chine-shops, and other buildings upon the right of way was assessed at various sums in the different counties where situated, amounting in the aggregate to the sum of two hundred and seventy-five thousand eight hundred and eighty-three dollars, ($275,883;) thus making a total assessment under the head of "railroad-track" of three million five hundred and thirty-one thousand three hundred and ten dollars, ($3,531,310.)

The total assessment so made upon the proportion of the "rolling-stock" of said company assigned to the State of Illinois was one million two hundred and seventy-eight thousand one hundred and eighty-eight dollars, ($1,278,188.)

And that the total assessed and equalized value of the real estate and tangible personal property of said company other than that assessed by the State board of equalization under the general heads of "railroad-track" and "rolling-stock," and which was assessed by the local, county, and town assessors in their respective counties, was for said year the sum of seven hundred and fifty-five thousand five hundred and fifty-two dollars, ($755,552.)

And the total assessed and equalized value of all of the tangible property of said company assessed by the State board of equalization, and also by the local, county, and town assessors in their respective counties, was the sum of five million five hundred and sixty-five thousand and fifty dollars, ($5,565,050.)

And that there was assessed against said company under the head of "capital stock" the sum of seven million six hundred and
58 twenty-nine thousand eight hundred and twenty-nine dollars, ($7,629,829.)

Making a total assessment or valuation of the property of such company for taxation to the amount of thirteen million one hundred and ninety-four thousand eight hundred and seventy-nine dollars, ($13,194,879.)

These defendants, further answering, deny all and singular the averments in the complainant's bill, to the effect that said State board of equalization distributed the assessed value of the "railroad track" of said company among the various counties in any other manner than as prescribed in the statutes of the State in that behalf; and, on the contrary thereof, defendants aver, upon information and belief, that in their action in that regard the said State board of equalization made such distribution in the manner directed in the statutes prescribing their duties in that behalf.

And, further answering, defendants admit that the statutes of the State of Illinois "require that the capital stock of all companies and associations created under the laws of said State should be so valued by the State board of equalization as to ascertain and determine the fair cash value of such capital stock, including franchise over and above the assessed value of the tangible property of such company or association."

And defendants, further answering, state that the said Chicago and Alton Railroad Company, by its proper officers, reported and returned to the auditor of public accounts of Illinois for said year of 1874 its schedules, from which it appeared that on the 1st day of May,
59 1874, the amount of capital stock in said company which had been subscribed and paid up was eleven million three hundred and fifty-five thousand and three hundred dollars, ($11,355,300.) And that, though said company declined to state the *the* actual value of the shares of the capital stock in said company, it stated in such return

or schedule that the "market value of a limited number of [such] shares [was] about par."

It also appeared from said return of said company that said company was indebted in the sum of seven million three hundred and eleven thousand nine hundred dollars, ($7,311,900,) exclusive of its indebtedness for current expenses, created in operating the road, and that it thus appeared to said State board of equalization that notwithstanding the property assets and franchises of said company was, as against its shareholders, subject to a prior lien and charge to the amount of such indebtedness, viz, seven million three hundred and eleven thousand nine hundred dollars, ($7,311,900,) yet the total value of its property and franchises was such that its shares of stock in the hands of its shareholders, amounting to eleven million three hundred and fifty-five thouand three hundred dollars, ($11,355,300,) were, so far as placed upon the market, saleable at par.

Defendants deny that all of the property actually owned by said Chicago and Alton Railroad Company was included in the said assessed or equalized value of the said tangible property of said company, so
60 assessed by the State board of equalization and by the county and town assessors. The said State board of equalization in making an assessment of the "railroad-track" of said company did not include therein the increase of value accruing to the right of way arising from the fact that it had been graded and bridges and culverts built thereon, to put the same in condition to receive the rails or superstructure, but such right of way, exclusive of the ties and rails or superstructure, was valued at the same average rate as adjoining lands, which had thereon no such expensive improvements, and that, as these defendants are informed and believe, the said State board of equalization thus excluded such grading and improvements on the right of way from their consideration in the assessment of the "railroad-track" upon the supposition that it could be best reached and valued in connection with so much of the capital stock and franchises as was required to be assessed under that head. Defendants further state upon information and belief that the said Chicago and Alton Railroad Company, on the 1st day of May, 1874, was the owner of the shares of stock in the said Alton and St. Louis Railroad Company, amounting to eight hundred thousand dollars, ($800,000.) That in the return of the Alton and St. Louis Railroad Company to the auditor of public accounts of Illinois for the year 1874, in reference to the ownership of its shares of stock, the following statement is contained:

"The stock of this road is owned by the Chicago and Alton Rail-
61 road Company, and the cost of the same, with all its appendages, is embraced in and represented by shares of the Chicago and Alton stock, and are included in the returns of that company. The organization of this company is kept up in order to avail of its franchises, but the company has no stock or funds outstanding except the $800,000 stock owned by the Chicago and Alton Railroad Company, as above stated."

These defendants further state that, as appears from the bill of complaint, said Chicago and Alton Railroad Company was also then the owner of perpetual leases of the property and franchises of the said Alton and St. Louis Railroad Company, the Joliet and Chicago Railroad Company, the St. Louis and Jacksonville Railroad Company, and the said Louisiana and Missouri River Railroad Company, and had the right to operate said other railroads and exercise the franchises and privileges granted and pertaining to the same.

And that, as these defendants are informed and believe, and there-

fore charge the fact to be, *that* the capital franchises of and owned by said Chicago and Alton Railroad Company in fact greatly exceeded in value the sum of thirteen million one hundred and ninety-four thousand eight hundred and seventy-nine dollars, ($13,194,879,) the total amount at which the same were valued and equalized and assessed by said State board of equalization; and, therefore, defendants insist that no injustice was done the said company in the said assessment of its capital property and franchises.

62 And, further answering, these defendants deny the averment in said bill to the effect that the sum of seven millions six hundred and twenty-nine thousand eight hundred and twenty-nine dollars, ($7,629,829,) so assessed against said Chicago and Alton Railroad Company as the value of its capital stock and franchises, included not only the debt of the said Chicago and Alton Railroad Company, but certain bonded debts of the St. Louis, Jacksonville and Chicago Railroad Company and the Alton and St. Louis Railroad Company, and deny that the said debts of said companies were in any manner included in said capital stock so assessed against said Chicago and Alton Railroad Company; and defendants aver that the market value of the indebtedness of the said Chicago and Alton Railroad Company was only taken in consideration by said State board of equalization as one of the means employed to ascertain the total value of all the property and franchises owned by said company.

Defendants, further answering, admit that the said State board did not attempt to ascertain the value of the franchises of said company separately from the value of its capital stock or property, but only ascertained the value of such franchises in connection with the capital stock or property of and owned by said company. As to those portions of the bill which state opinions as to the constitutionality of the laws of Illinois under which the said taxes said company were assessed and levied, these defendants are advised that such matters are more properly subjects for the argument of counsel than matters of fact to be

63 stated in the pleadings, and that it is accordingly unnecessary that they should here undertake to answer the same.

And, further answering, these defendants admit that the auditor of public accounts did certify to the several county clerks the proper rate per cent. to raise the amounts required by law for general State purposes, termed, respectively, "revenue fund" and "State school fund," and that by virtue thereof the respective county clerks were required to extend against the valuation of all said property for the year 1874 said rates, as alleged in complainant's bill, and that such taxes have been extended accordingly, and that assessments or valuations of property so made and equalized by said State board under the laws of Illinois became and are the basis upon which State, county, town, village, and city taxes were levied for the year 1874, so far as the same are required to be levied through the agency of the county clerks.

These defendants, further answering, say that they have no knowledge otherwise than from the averments of said bill that said complainants are the owners of 537 or any other number of shares in said Chicago and Alton Railroad Company, nor as to whether said complainants applied to the directors of said company in writing and requested them in the name of said corporation to institute proceedings forthwith to restrain the collection of said taxes, nor as to whether the said board of directors adopted the resolution in which they stated that, "in consideration of the obstacles in the way of testing the validity of such assess-

64 ment and levy in the courts of the State of Illinois, we decline to take the action which we are called upon by them to take;" and

therefore these defendants can neither admit nor deny the allegations in that behalf, but call for proof thereof. But these defendants aver upon information and belief that the reason why said board of directors of the Chicago and Alton Railroad Company did not, in the name of the corporation, institute proceedings to restrain the collection of such taxes was and is that said corporation was created by the laws of the State of Illinois, and by operation of law is regarded as a citizen of that State for the purpose of instituting suits; that all of said collectors whose proceeding are sought to be enjoined are residents and citizens of the State of Illinois, so that said corporation could not in its own name institute such suits in any of the Federal courts; that all of the alleged grounds upon which the invalidity of said taxes are predicated arise under the statutes and the constitution of the State of Illinois, involve no question arising under the Constitution, statutes, laws, or treaties of the United States, and that before the assessment and levy of such taxes the Supreme Court of Illinois had in the exercise of its appropriate jurisdiction decided and held the laws of Illinois under and in pursuance of which said taxes were assessed and levied to be valid and constitutional and in no respect repugnant to the constitution of Illinois. That said complainants, although they may have made a formal request upon said board of directors to institute proceedings to restrain the collection of such taxes, did not, in fact, desire or even expect that said
65 directors would comply with such request, knowing that any proceedings of the kind would be futile and unavailing in the courts of Illinois, but desired to make a colorable case, which upon its face would entitle the complainants to institute the present suit in the circuit court of the United States for the northern district of Illinois. And the defendants charge and insist that the pretended request of said complainants, if made, and the refusal of said board of directors, was in fact but a colorable, collusive, and fraudulent device resorted to by the complainants and said board of directors in order to escape the necessity of litigating the questions involved in the courts of Illinois, to whose jurisdiction the same appropriately belong, and to transfer the same to the Federal courts with the hope thereby to secure in said Federal courts a decision of the questions arising under the constitution and statutes of Illinois more favorable to said company than could be obtained in the State courts. As a circumstance in proof of this charge these defendants state that it appears from the record that this suit is prosecuted by the general sollicitor of the Chicago and Alton Railroad Company, and, as these defendants aver and charge the fact to be, said sollicitor so acts in apparent hostility to said company with the knowledge and consent of its board of directors and officers. The fact that said board of directors are not acting in real hostility to the wishes of the said complainants in declining to institute a suit in the State courts to restrain the collection of such taxes, and that the apparent antagonism is
66 simulated, and not real, is apparent from the fact that, before framing the resolution alleged to have been adopted by said board of directors, said directors carefully studied as precedents and adopted the precise words held to be sufficient to give the Federal courts jurisdiction in the case of Dodge v. Wolsey, (18 Howard, 331–340.)

Thus the resolution in Dodge v. Wolsey appears to have been in these words:

"Resolved, That we fully concur in the views expressed in said letter as to the illegality of the tax therein named, and believe it to be in no way binding upon the bank; but, in consideration of the many obstacles in the way of testing the law in the courts of the State, we cannot consent to take the action which we are called upon to take, but must leave

the said Kleman to pursue such measure as he may deem best in the premises." (18 Howard, p. 340.)

The resolution alleged to have been adopted by the directors of the Chicago and Alton Railroad Company in this case is as follows:

"We fully concur in the views expressed by M. K. Jessup, Paton & Co., in their communication to the board dated January 4, 1875, relative to the illegality of the assessment of the property, stock, and franchises of the company, and the levy of taxes thereon; but, in consideration of obstacles in the way of testing the validity of such assessments and levy in the courts of the State of Illinois, we decline to take the action which we are called upon by them to take."

These defendants therefore charge and insist that the said complainants and said board of directors are in reality acting in concert in an attempt to make such a case as will induce this court to take
67 jurisdiction of this cause, and that the said request of said complainants and said resolution of said board of directors are but a mere device contrived between them for that purpose.

The defendants, further answering, state upon information and belief that the real "obstacles in the way of testing the validity of such assessments and levy in the courts of the State of Illinois," and by reason of which said board of directors declined to take action, arose from the facts that the supreme court of Illinois had previously decided the questions of law involved adversely to said directors; and these defendants submit to this court and insist that the fact that said directors yielded to the decision of the highest court of the State upon questions touching the construction of the statutes and constitution of Illinois, is not such a violation of their duty and trust, as such directors, as gave the shareholders the right to take the management of the business of the company from the control of such directors and prosecute suits in the name of such shareholders to restrain the collection of such taxes. And these defendants insist and submit to the court that the matters averred and stated in said bill of complaint are insufficient to entitle the complainants to the relief sought thereby, and that said bill is defective for want of equity upon its face, and the defendants ask the same benefit of this defence as they would be entitled to had they demurred to said bill.

And these defendants deny all and all manner of unlawful combination and confederacy wherewith they are by the said bill charged,
68 without this, that there is any other matter, cause, or thing in the said complainants' said bill of complaint material or necessary for these defendants to make answer unto, and not herein and hereby well and sufficiently answered, confessed, traversed, and avoided, or denied, is true to the knowledge and belief of these defendants; all of which matters and things these defendants are ready and willing to aver, maintain, and prove, as this honorable court shall direct, and humbly pray to be hence dismissed with their reasonable costs and charges in this behalf most wrongfully sustained.

HENRY B. MILLER, *Collector of Cook County.*
JAMES W. MARTINE, " " *Hill County.*
JNO. ANDERTON, " " *Grundy County.*
JOSEPH H. STITT, " " *Livingstone County.*
JOSEPH DENISEN, " " *McLean County.*
JOSEPH REAM, " " *Logan County.*
EDWARD R. PERKINS, " " *Sangamon County.*
J. W. WILLS, " " *Macoupin County.*
JAMES G. COOPER, " " *Madison County.*

JAMES W. HUGHES,	"	" *St. Clair County.*
A. H. BARRETT,	"	" *Jersey County.*
N. J. ANDREWS,	"	" *Greene County.*
DAVID HOLLIS,	*Collector of*	*Pike County.*
A. A. WHEELOCK,	"	" *Scott County.*
IRVIN DUNLAP,	"	" *Morgan County.*
GEORGE VOLKMAR,	"	" *Cass County.*
WOLF FEULNER,	"	" *Menard County.*
SAMUEL BIVENS,	"	" *Mason County.*
THOMAS COOPER,	"	" *Tazewell County.*
AYERS M. WHITTAKER,	"	" *Woodford County.*
H. J. DEPUE,	"	" *Marshall County.*
S. W. RAYMOND,	"	" *La Salle County.*

69 JAS. K. EDSALL, *Attorney,*
of Counsel for above-named Defts.

(Endorsed:) Filed April 6, 1875. Wm. H. Bradley, Clk.

70 And afterwards, to wit on the 9th day of June, A.D. 1875, came the complainants by their solicitors and filed their replication to the answer of the defendants, to wit:

Replication to answer.

United States circuit court northern district of Illinois.

MORRIS K. JESSUP ET AL.
v.
THE CHICAGO AND ALTON RAILROAD COMPANY et al.

The replication of Morris K. Jessup, John Paton, D. A. Lindley, and E. K. Goodnow to the answer of the collectors, H. B. Miller, James W. Martin, John Anderton, Joseph H. Stitt, Joseph Ream, Joseph Dennison, Edward R. Perkins, John W. Wills, Stephen W. Bowman, James T. Cooper, Samuel W. Raymond, Anson J. Dupue, Ayers M. Whittaker, Thomas Cooper, Nathaniel J. Andrews, David Hollis, James W. Hughes, Samuel Bevins, Frederick Wilkinson, George Volkmar, W. H. Broadwell, and A. A. Wheelock.

71 These repliants, saving and reserving to themselves now and at all times hereafter all and all manner of benefit and advantage of exceptions which may be had or taken to the manifold insufficiencies of the said answer of the defendants, for replication thereto say that they will aver, maintain, and prove their said bill to be true, certain, and sufficient in the law to be answered unto; and that the said answer of the said defendants is uncertain, untrue, and insufficient to be replied unto by these repliants without this, that any other matter or thing whatsoever in the said answer contained material or effectual in the law to be replied to, and not herein and hereby well and sufficiently replied unto, confessed and avoided, traversed or denied, is true. All which matters and things these repliants are ready to aver, maintain, and prove, as this honorable court shall direct; and humbly prays, as in and by their said bill they have already prayed.

GEO. W. SMITH,
Sol. for Complainants.

(Endorsed:) Filed June, 9, 1875. W. H. Bradley, Clerk.

72 And afterwards, to wit, on the 26th day of June, A. D. 1875, in the record of the proceedings of said court is the following entry, to wit:

MORRIS K. JESSUP ET AL.
v.
THE CHICAGO AND ALTON RAILROAD COMPANY ET AL. } In chancery.

On motion of the solicitor for the complainants herein, it is ordered that the order for a temporary injunction heretofore made be extended to embrace all the property referred to in the bill of complaint, except personal property other than "rolling-stock," and except lots or lands which are not claimed to have been listed by the Chicago and Alton Railroad Company under the head of "railroad-track," as defined by law, and the defendants are ordered to desist and refrain from levying upon or seizing any of the property of said company for the taxes of the year 1874, except that portion of the same assessed upon "personal property" other than "rolling-stock," and lands or lots not claimed to have been listed by said company under the head of "railroad-track," as defined by law.

73 And afterwards, to wit, on the 6th day of August, A. D. 1875, in the record of the proceedings of said court in said cause is the following entry, to wit:

MORRIS K. JESSUP, JOHN PATON, D. A. LINDLEY, and E. K. Goodnow
vs.
THE CHICAGO AND ALTON RAILROAD COMPANY, H. B. Miller, collector of Cook County; James W. Martin, collector of Will County; John Anderton, collector of Grundy County; Joseph Stitt, collector of Livingston County; Joseph Ream, collector of Logan County; Joseph Dennison, collector of McLean County; Edward R. Perkins, collector of Sangamon Co.; John W. Wills, collector of Macoupin County; A. H. Barrett, collector of Jersey County; James T. Cooper, collector of Madison Co.; Samuel W. Raymond, collector of La Salle Co.; Anson J. Depue, collector of Marshall Co.; Ayers M. Whitaker, collector Woodford Co.; Thomas Cooper, collector of Tazewell Co.; Frank M. Bridges, collector of Greene Co.; David Hollis, collector of Pike County; Herman G. Webber, collector of St. Clair Co.; Samuel Bivans, collector of Mason Co.; Wolfgang Feulner, collector of Menard Co.; William Epler, collector of Cass County; Irvin Dunlap, collector of Morgan County; and Robert A. Blair, collector of Scott County. } In chancery.

74 This cause coming on this day to be heard upon the bill of complaint heretofore filed herein and the schedules filed with the

same upon the appearance of the defendant, the Chicago & Alton Railroad Company, and upon the answers of the defendants who are collectors respectively of the counties as set forth in the pleadings and the replications of complainants to such answers, and upon the agreed statement of facts and exhibits therein referred to, and upon the report of Henry W. Bishop, master in chancery of this court, with the testimony and exhibits referred to in such report; and it appearing to the court from the evidence that the defendant, the Chicago and Alton Railroad Company, has paid all the tax assessed for the year 1874 against itself, excepting in the counties of Sangamon & Madison, under the designation of "personal property" other than rolling-stock particularly specified in the schedules attached to the bill including "lands and lots" other than railroad-track in the counties of Menard, Jersey, Tazewell, and Cook, the amount so paid being in the aggregate seven thousand eight hundred and ninety-one dollars and ninety-two
75 cents, ($7,891.92,) and had tendered to the collectors of the counties of Sangamon and Madison the amount of tax upon such last-mentioned classes of property, but that such collectors had refused to receive the same; and it appearing that the said company has neither paid nor tendered to the respective collectors the taxes assessed against said company under the designation "railroad-track," "rolling-stock," "lands and town lots" other than "railroad-track" and "capital stock;" and after hearing George W. Smith and Corydon Beckwith, of counsel for the complainants, and James K. Edsall, attorney-general of the State of Illinois, of counsel for the defendants, who are collectors as aforesaid, it is ordered, adjudged, and decreed that the order heretofore entered herein temporarily enjoining the defendants, who are collectors, be made perpetual.

And it is further ordered and adjudged and decreed, that the said Chicago and Alton Railroad Company be enjoined and restrained from using or applying any of its funds or moneys in payment of the taxes or any of them assessed against said corporation for the year 1874, and now remaining unpaid by or under color of authority of the laws
76 of the State of Illinois, and that the said defendants who are collectors, as aforesaid, and their respective deputies, assistants, and servants, be respectively enjoined and restrained from collecting any and all State, county, corporation, town, school, road, and special tax, for the year 1874, under or by virtue of any warrant issued or to be issued to them respectively by the county clerk of the counties of the State of Illinois of which they are respectively collectors, as aforesaid; and from seizing, levying upon, or distraining, or in any manner interfering with, the property of the Chicago & Alton Railroad Company for such purposes. From which said decree all of the defendants in said cause, except the said Chicago & Alton Railroad Company, pray an appeal to the Supreme Court of the United States.

And it appearing to the court that the said railroad company were, by the said defendants, who had so prayed such appeal, notified thereof and requested to join in such appeal in writing, and that said railroad company thereupon refused to join in such appeal:

It is ordered by the court that the appeal of the said defendants who have so prayed therefor be allowed upon the filing of an appeal-bond in the penal sum of one thousand dollars, conditioned for the due prosecution of said appeal, and the payment of costs in case said decree
77 should be affirmed; such appeal-bond to be executed by said defendants, James W. Martin, John Anderton, Joseph Ream, Joseph Dennison, John W. Wills, James T. Cooper, Samuel W. Raymond,

Hanson J. Depue, Frank M. Bridges, David Hollis, Herman G. Webber, Wolfgang Feulner, Robert A. Blair, William Epler, Stephen H. Bowman, E. R. Perkins, Ayers M. Whitaker, Thomas Cooper, and Henry B. Miller, as principals, and Charles E. Lippincott, as security. And the said appeal-bond, executed as aforesaid, having been filed, the said appeal is allowed by the court.

And it is further ordered by the court, the counsel for the respective parties thereto consenting, that the original exhibits, maps "A to Z," inclusive, referred to in the report of said master, and also the copies of the authorized editions of the proceedings of the State board of equalization for the years 1873 & 1874, and the book containing the leases offered in evidence, be sent up and transmitted to the Supreme Court of the United States in lieu of copies thereof, and that they be omitted from and only referred to in the transcript of the certificate of evidence herein, and that any of such documents, including such books, may be referred to by either party in the Supreme Court.

78 And it is ordered by the court that this decree be entered, nunc pro tunc, as of the twenty-eighth day of July, A. D. 1875.

Certificate of evidence.

Circuit court of the United States for the northern district of Illinois.

MORRIS K. JESSUP ET AL.
v.
CHICAGO & ALTON RAILROAD COMPANY ET AL.

UNITED STATES OF AMERICA,
Northern District of Illinois, ss:

I hereby certify that on the hearing of the above-entitled cause the complainants offered in evidence:

1. An agreed statement of facts with the exhibits therein referred to, viz:

79 2. The report of Henry W. Bishop, master in chancery, with the testimony and exhibits therein referred to, which were admitted without objection.

3. And I further certify the foregoing was all the evidence offered by either of the parties on such hearing.

THOMAS DRUMMOND, *Judge.* [SEAL.]

(Endorsed:) Filed July 30th, 1875. W. H. Bradley, clk.

Appeal bond.

Know all men by these presents, that we, James W. Martin, collector of Will County; John Anderton, collector of Grundy County; Joseph Ream, collector of Logan county; Joseph Dennison, collector of McLean County; John W. Wills, collector of Macoupin County; James T. Cooper, collector of Madison County; Samuel W. Raymond, collector of La Salle County; Hanson J. Depue, collector of Marshall County; Frank M. Bridges, collector of Greene County; David Hollis, collector of Pike County; Herman G. Weber, collector of St. Clair County; Wolfgang Feulner, collector of Menard County;

80 Robert A. Blair, collector of Scott County; William Epler, collector of Cass County; Stephen H. Bowman, collector of Jersey County; E. R. Perkins, collector of Sangamon County; Ayers M. Whit-

aker, collector of Woodford County; Thomas Cooper, collector of Tazewell County; Henry B. Miller, collector of Cook County, as principals, and Charles E. Lippincott, of Springfield, Illinois, as security, are held and firmly bound unto Morris K. Jessup, John Paton, D. A. Lindley, and E. K. Goodnow in the penal sum of one thousand ($1,000) dollars, lawful money of the United States, for the payment of which, well and truly to be made, we jointly and severally bind ourselves, our heirs, executors, and administrators, firmly by these presents, sealed with our seals, and dated this 28th day of July, A. D. 1875.

Whereas, heretofore, to wit, on the 28th day of July, A. D. 1875, at the July term, A. D. 1875, of the circuit court of the United States for the seventh circuit and northern district of Illinois, in a certain suit pending in said circuit court on the chancery side thereof, wherein the obligees above named were complainants and Henry B. Miller, collector of Cook County; James W. Martin, collector of Will County; John Anderton, collector of Grundy County; Joseph H. Stitt, collector of Livingstone County; Joseph Ream, collector of Logan County;
81 Joseph Dennison, collector of McLean County; Edward R. Perkins, collector of Sangamon County; John W. Wills, collector of Macoupin County; Stephen W. Bowman, collector of Jersey County; James T. Cooper, collector of Madison County; Samuel W. Raymond, collector of La Salle County; Hanson J. De Pue, collector of Marshall County; Ayers M. Whitaker, collector of Woodford County; Thomas Cooper, collector of Tazewell County; Frank M. Bridges, collector of Greene County; David Hollis, collector of Pike County; Herman G. Weber, collector of St. Clair County; Samuel Bevins, collector of Mason County; Wolfgang Feulner, collector of Menard County; William Eppler, collector of Cass County; Irwin Dunlap, collector of Morgan County, and Robert A. Blair, collector of Scott County, all of the State of Illinois, impleaded with the Chicago & Alton Railroad Company, were defendants, the said circuit court rendered a decree enjoining and restraining all of said defendants who are such county collectors from collecting certain taxes therein specified from the property of the said railroad company, and from which decree all of said defendants in said suit, except said railroad company, prayed an appeal to the Supreme Court of the United States, which was allowed by the said circuit court:

Now, therefore, the condition of this obligation is such, that if the above-named defendants in such decree who have so appealed
82 shall prosecute their said appeal to effect and pay and answer all costs if they shall fail to make good their said appeal, then this obligation to be void; otherwise to remain in full force and virtue.

JAMES W. MARTIN, [SEAL.]
By JAMES K. EDSALL, *his Atty. in Fact.*
E. R. PERKINS. [SEAL.]
JOHN ANDERTON, [SEAL.]
By JAS. K. EDSALL, *his Atty. in Fact.*
JOSEPH REAM, [SEAL.]
By JAS. K. EDSALL, *his Atty. in Fact.*
JOSEPH DENISON, [SEAL.]
By JAS. K. EDSALL, *his Atty. in Fact.*
JOHN W. WELLS, [SEAL.]
By JAS. K. EDSALL, *his Atty. in Fact.*
JAMES T. COOPER, [SEAL.]
By JAS. K. EDSALL, *his Atty. in Fact.*
SAMUEL W. RAYMOND, [SEAL.]
By JAS. K. EDSALL, *his Atty. in Fact.*

HANSON J. DE PUE, [SEAL.]
By JAS. K. EDSALL, *his Atty. in Fact.*
FRANK M. BRIDGES, [SEAL.]
By JAS. K. EDSALL, *his Atty. in Fact.*
DAVID HOLLIS, [SEAL.]
By JAS. K. EDSALL, *his Atty. in Fact.*
HERMAN G. WEBER, [SEAL.]
By JAS. K. EDSALL, *his Atty. in Fact.*
WOLFGANG FEULNER, [SEAL.]
By JAS. K. EDSALL, *his Atty. in Fact.*
ROBERT A. BLAIR, [SEAL.]
By JAS. K. EDSALL, *his Atty. in Fact.*
WILLIAM EPLER, [SEAL.]
By JAS. K. EDSALL, *his Atty. in Fact.*
83 AYERS M. WHITAKER, [SEAL.]
By JAS. K. EDSALL, *his Atty. in Fact.*
STEPHEN H. BOWMAN, [SEAL.]
By JAS. K. EDSALL, *his Atty. in Fact.*
THOMAS COOPER, [SEAL.]
By JAS. K. EDSALL, *his Atty. in Fact.*
H. B. MILLER. [SEAL.]
C. E. LIPPINCOTT. [SEAL.]

Approved July 30, 1875.

THOMAS DRUMMOND.

(Endorsed:) Filed July 30th, 1875. W. H. Bradley, clerk.

4 NORTHERN DISTRICT OF ILLINOIS, *ss:*

I, William H. Bradley, clerk of the circuit court of the United States for the northern district of Illinois, do hereby certify the foregoing to be a full, true, and complete transcript of the record and proceedings of said court in the cause wherein Morris K. Jessup et al. were the complainants and the Chicago & Alton Railroad Company, H. B. Miller, and others are the defendants, as the same appears from the records of said court now remaining in my custody; and I further certify that exhibits marked No. 1, 2, 3, and 4, and maps marked A to Z are the exhibits referred to in the bill of complaint, master's report and certificate of evidence, and ordered by the court to be transmitted to the Supreme Court with this record.

In testimony whereof I have hereunto set my hand and affixed the seal of said court, at Chicago, on this 22d day of September, in the year of our Lord one thousand eight hundred and seventy-five, and of our Independence the 100th year.

[SEAL.] WM. H. BRADLEY, *Clerk.*

Assignment of errors.

85 In the Supreme Court of the United States, October term, A. D. 1875.

HENRY B. MILLER, COLLECTOR OF COOK COUNTY; James W. Martin, collector of Will County; John Anderton, collector of Grundy County; Joseph H. Stitt, collector of Livingstone County; Joseph Ream, collector of Logan County; Joseph Dennison, collector of McLean County; Edward R. Perkins, collector of Sangamon County; John W. Wells, collector of Macoupin County; A. H. Barrett, collector of Jersey County; James T. Cooper, collector of Madison County; Samuel W. Raymond, collector of La Salle County; Hanson J. De Pue, collector of Marshall County; Ayers M. Whittaker, collector of Woodford County; Thomas Cooper, collector of Tazewell County; Francis M. Bridges, collector of Greene County; David Hollis, collector of Pike County; Herman G. Weber, collector of St. Clair County; Samuel Bivens, collector of Mason County; Wolfgang Feulner, collector of Menard County; William Eppler, collector of Cass County; Irvin Dunlap, collector of Morgan County; Robert A. Blair, collector of Scott County, appellants,

versus

MORRIS K. JESSUP, JOHN PATON, D. A. LINDLEY, and E. K. Goodnow, appellees.

86 And now come the above-named appellants, by James K. Edsall, the attorney-general of the State of Illinois, and say that in the records and proceedings aforesaid there is manifest error, in this, to wit:

First. The said circuit court erred in not dismissing the bill, for that the record does not show such an abuse and violation of trust on the part of the board of directors of said Chicago & Alton R. R. Company as would warrant the interference of the court or the said complainants to take the management of the affairs of said corporation from the control of said board of directors, and the refusal of said board to institute suit in the State courts to restrain the collection of said taxes appears to have been a collusive scheme entered into between them to confer jurisdiction of the cause upon the said ci cuit court.

Second. The court below erred in perpetually enjoining the collection of the said State, county, and other municipal taxes assessed against said railroad company in said decree mentioned.

Third. The court below erred in not dissolving the temporary injunction and dismissing the complainants' bill of complaint.

And this the said appellants are ready to verify, etc.; wherefore they pray that the said decree may be reversed and for naught held, etc., and that their costs may be adjudged to them, etc.

JAS. K. EDSALL,
Attorney-General of Illinois, Counsel for Appellants.

86½ Supreme Court of the United States, October term, A. D. 1875.

HENRY B. MILLER AND OTHERS, COUNTY COLLECTORS, appellants,
v.
MORRIS K. JESSUP AND OTHERS, APPELLEES. } No. 701.

The counsel for the respective parties being of the opinion that the books containing the proceedings of the State board of equalization of Illinois and also the book containing the leases of certain other railroads in the bill mentioned to the Chicago and Alton Railroad Company, which were offered in evidence in the court below, and by that court ordered to be transmitted to this court in lieu of copies thereof, can be as conveniently referred to in their present form as if printed with the record, the respective parties hereby stipulate and consent that such books be not printed with the record.

Dated October 29, 1875.

C. BECKWITH,
For Defts., Appellees.
JAS. K. EDSALL,
Counsel for Appellants.

Filed Nov. 1st, 1875.

87 *Master's report of evidence and exhibits referred to in the certificate of evidence filed in the cause wherein Morris K. Jessup et al. are the complainants, & the Chicago & Alton Railroad Co. are the defendants et al.*

In the circuit court of the United States for the northern district of Illinois. In chancery.

MORRIS K. JESSUP, JOHN PATON, D. A. LINDLEY; and E. K. Goodnow, complainants,
vs.
THE CHICAGO AND ALTON RAILROAD COMPANY and H. B. Miller, collector; James W. Martin, collector; John Anderton, collector; Joseph H. Stitt, collector; and the other collectors named in the bill of complaint herein, defendants. } 12289—733.

Master's report.

To the honorable the judges of said court:

The above-entitled cause having been referred to me as master in chancery of said court by an order of said court heretofore entered in said cause, I hereby report that I was attended on Thursday, the eighth (8th) day of July, A. D. 1875, (eighteen hundred and seventy-five,) by George W. Smith, esquire, of counsel for complainants, and by
88 Attorney-General Edsall, of counsel for said defendants, who are collectors, and also by William M. Larrabee and Charles A. Clinton, who appeared as witnesses on behalf of said complainants, and whose testimony was duly taken, is hereto attached, and made a part hereof.

All of which is respectfully submitted.

HENRY W. BISHOP,
Master in Chancery of the Circuit Court of the United States for the Northern District of Illinois.

Dated Chicago, July 8th, 1875.

In the circuit court of the United States for the northern district of Illinois.

MORRIS K. JESUP ET AL., COMPLAINANT',
vs.
CHICAGO & ALTON RAILROAD CO. ET AL., defendant'. } In chancery.

Testimony taken before Henry W. Bishop, master in chancery of said court, Thursday, July 8th, 1875. Present, Geo. W. Smith, esq., of counsel for complainants.

And WM. M. LARRABEE, a witness on behalf of the complainants, being first duly sworn, was examined in chief by Mr. Smith, and deposes and says as follows:

Int. 1. Please state your name, age, residence, and occupation.

Ans. William M. Larrabee; residence, Chicago, Illinois; I am secretary & treasurer of the Chicago and Alton Railroad Company.

Q. How long have you been secretary and treasurer of that company?

89 A. Since December, 1864.

Q. Do you know the complainants in this suit, Mr. Morris K. Jessup, Mr. John Paton, Mr. D. A. Lindley, & E. K. Goodnow?

A. Mr. Jessup I know; Mr. Paton and others through business correspondence.

Q. Can you state whether at any time in 1874 or 1875 the Chicago & Alton Railroad Company received a communication from Messrs. Jessup & Co. with reference to resisting the payment of taxes assessed upon the property of that company for the year 1874?

A. I do.

Q. Do you know whether any action was taken by the Chicago & Alton Railroad Company with reference to such request from the complainants, Messrs. Jessup, Paton & Company?

A. The board declined to take the action suggested by Messrs. Jessup & Co.

Q. Look at the account now shown you, and state what that is.

A. It is in my handwriting; it is a transcript made from the records, made by myself. This is a transcript from the proceedings on that day in regard to the communication from Messrs. Jessup & Co.

Q. And is the action of the board set forth in that?

A. Here is a resolution, which was passed at the time, declining to take action as requested, and it is certified to by me as the secretary of the company.

(The paper above referred to is offered in evidence, marked "Exhibit Y.")

Q. Look at this paper, and state if you know the signature.

90 Whose signature is it?

A. It is the signature of M. K. Jessup, Paton & Co. I received letters from them frequently.

Q. Is it a communication to the Chicago & Alton Railroad Co. from M. K. Jessup, Paton & Co.?

A. It is addressed to Mr. Beckwith, who was solicitor of the company at that time. He was solicitor of the complainants in this case, I believe.

(The paper above referred to offered in evidence and marked "Exhibit Z.")

Cross-examined by Mr. Edsall:

Q. Mr. Larrabee, were you present at the meeting of the directors when this communication was received and acted upon?

A. Yes, sir.

Q. Where was that meeting of the board of directors held?

A. Held in the directors' room at the general office, on Van Buren street.

Q. Who was present at that meeting?

A. Without referring to the record I cannot tell you positively. I think there was five members present. Mr. Blackston was present and Mr. Strant.

Q. Was Mr. Beckwith, general solicitor of the company, present?

A. Not at the meeting; I think Mr. Drake, Mr. Mitchell, and Mr. Crerar.

Q. Do you know who prepared the resolution of the board that was adopted at that time?

91 A. I do not now recollect.

Q. Was it not, in fact, prepared by the general solicitor of the company or under his direction?

A. It may have been, sir. I don't now recollect whether it was or not.

Q. Do you know why it was that the directors refused to commence in the name of the company resisting taxes?

A. I have no reason to assume any reason only those that they gave—those there in that resolution.

Q. Did you hear any discussion or anything said about it at the time it was passed?

A. There was very little said at the time it was passed.

Q. State, if you recollect, what was expressed; what was the reason given outside of the paper itself for their taking this course.

(Question objected to.)

A. I can answer that very shortly. My attention was so engrossed in my own department, as treasurer, that when at the meetings I am simply there long enough to take notes of the meeting; in fact, I am so occupied that I do not give any further attention than to take my notes and get them on to the records, & perhaps forget all about them. You will have to go to the records in reference to them, my head is so full of other things.

Q. Don't you know, Mr. Larrabee, that this whole thing was done under the advice of the solicitor of the company; that the stockholders, the complainants in this bill, Messrs. Jessup & Co., addressed

92 that communication to the board, the board passed that resolution declining to take action in order that Messrs. Jessup & Co. could file their bill in the Federal court?

A. Of my own personal knowledge, I could not say that all this talk was with the president; and whatever remarks were made was before the meeting of the board in the president's room.

Q. What was your understanding in regard to that matter from what you knew at the time about the transaction?

A. I do not know as I troubled myself much about what I understood.

Q. Do you not, in fact, know that at the time this was done only to place these complainants where they could file their bill in the Federal court?

A. I should infer that from the resolution; they say that they could not get justice in the State court.

Q. You understand, then, that the directors refused to institute pro-

ceedings in the State court, so as to allow Messrs. Jessup & Co. to file the bill in the Federal court?

A. I understand just simply what the record says in the resolution; they refused to act on the suggestion, and passed that resolution.

Q. Was there any other business transacted at that meeting of the directors?

A. Quite probably there was some I do not now recollect; I could have posted myself if I had known that such questions would be asked. There is scarcely a meeting without several different suggestions being acted upon, as a general thing.

93 Q. Have you ever known of any other of the directors or the president of the company making any objection to their general solicitor prosecuting this suit against the county collectors in the Federal court?

A. Not in my hearing.

Q. Do you know whether they know anything about the pendency of this suit?

A. I think there is not much doubt that they do.

Q. Has there anything ever come to your knowledge that would enable you to know whether they know what counsel is prosecuting this suit in the name of Jessup & Co.?

A. I could not say that I heard them say; but I have not the slightest doubt they do, sir.

Q. You do not know, then, who prepared this resolution that was adopted at that meeting of the board of directors.

A. I do not know.

Q. Was it prepared there at the meeting?

A. That I could not tell. This is a matter that goes on to my record, and except it is something that pertains to my special department and requires my attention, I do not think about it afterwards.

Redirect examination by Mr. Smith:

Q. Please look at this communication, marked "Exhibit Z," and state whether you mean to be understood as saying that that was a communication to the Chicago & Alton Railroad Company or to Judge Beckwith personally.

A. That is evidently written in behalf of these stockholders
94 and addressed to Mr. Beckwith personally, requesting him to take action in accordance therewith.

Signature waived by consent of counsel.

In the circuit court of the United States for the northern district of Illinois.

MORRIS K. JESSUP ET AL., COMPLAINANT',
vs.
CHICAGO & ALTON RAILROAD COMPANY ET al., defendant'. } In chancery.

Testimony taken before Henry W. Bishop, master in chancery of said court, Thursday, July 8, 1875. Present, Geo. W. Smith, esq., of counsel for complainants, and *and* the witness below named.

CHAS. A. CLINTON, a witness on behalf of the complainants, being first duly sworn, was examined in chief by Mr. Smith, and deposes and says as follows:

Int. 1. Please state your name, age, residence, and occupation.

Ans. Charles A. Clinton; age, 38; residence, at Louisiana, Mo.; occupation, civil engineer.

Q. How long have you been engaged in the profession of engineering?

A. Well, sir, I should say from eighteen to nineteen years.

Q. Have you made a survey or surveys of the premises occupied by the Chicago and Alton Railroad Company in the different counties of the State of Illinois within the last month?

95

A. Yes, sir.

Q. Look at the map now shown you, and state whether or not you recognize that map; and, if so, state what it is, whether made by you or under your direction.

A. The map was made previous to my making this examination, but I went upon the ground and verified it of its correctness, made an ocular examination, saw the tracts were laid down as reported, and measured many of them, and was satisfied that they were correct.

Q. Is it a map showing the real property of the Chicago and Alton Railroad Company in the city of East St. Louis, St. Claire County?

(This map is offered in evidence and marked "Complainants' exhibit map A.")

Q. How is the property of the Chicago and Alton Railroad Company in the city of East St. Louis upon this map, Mr. Clinton; by what lines?

A. By two parallel lines fifteen hundred feet, (1,500 ft.,) and two parallel lines four hundred and twenty-two feet, (422 ft.,) forming a parallelogram.

Q. What use is made or has been made of this property since the 1st of May, 1874, by the Chicago and Alton Railroad Company?

A. It is used for yardage purposes, for loading and unloading freight, receiving passengers, for engine-house, for purposes of general business such as the company has use for.

Q. Do the names herein written, as, for instance, freight-depot, passenger-depot, stock-yards, and other names indicate that buildings are standing upon those places indicated respectively by their names?

96

A. They do, sir.

Q. What do the red lines indicate?

A. They indicate tracks.

Q. What does the circle and fan-like shape in red lines represent?

A. The circle indicates a turn-table, and the red lines tracks leading to the engine-house, and the fan-shape the engine-house itself.

Q. I will ask you to look at the description or schedule No. 3, attached or filed with the bill of complainant of the cause, and state whether or not the premises described as having been assessed by the county assessor on his assessment-book as "a tract of land having a frontage on the west towards the Mississippi River of 400 ft., by a depth eastward of 1,500 ft., beginning at a point 260 feet from low-water mark of the Mississippi River, on the southern line of lands leased by the Wiggins Ferry Company to the Ohio and Mississippi Railroad Company, running south 400 feet at a distance of 260 feet from low-water mark; thence eastward 1,500 feet on a line parallel with the south line of the Ohio and Mississippi Railroad Company's depot-grounds; thence northwardly to a point with the south line of the Ohio and Mississippi company's depot-ground, and 16,000 from the central point; thence with that line to the place of beginning," *Q* are enclosed within the lines designated upon this map all the real property occupied by the Chicago and Alton Railroad Company in the city of East St. Louis.

97

A. Yes, sir; that is so included.

Q. Look upon the map now shown you, and state what that is.

A. Well, it is a map of Alton, commencing at the south line and running to Henry street.

Q. Look at the map now shown you, and state what that is.

A. It is a map of the city of Alton, from Henry street to 14th street.

Q. Look at the map now shown you, and state what that is.

A. It is a map of the city of Alton, extending from 14th street to the northern limit of the city.

Q. That is the city of Alton, in Madison County?

A. Yes, sir.

Q. Is the real property occupied and used by the Chicago and Alton Railroad Company, and as occupied and used on the first of May, 1874, indicated upon the three maps; and if so, how?

A. Yes, sir; it is all indicated, and the property owned by the Chicago and Alton Railroad Company is indicated by the red color.

Q. How is that property, as so indicated, used, and how was it used on the first of May, 1874?

A. It was used for track-purposes, for yards and side-tracts, machine or repair shops, for different railroad purposes generally.

Q. Do the designations made upon the maps indicate correctly for what the property was used, and for what purpose?

A. So far as there designated.

Q. What do the red lines indicate?

98 A. Tracks.

Q. What tracks?

A. The main tracts and side-tracks both.

(The three maps above referred to are here offered in evidence, marked, respectively, "Exhibit maps B," and "Exhibit maps C," and "Exhibit maps D.")

Q. For what purpose was the property described in the three maps offered, Exhibit map B, C, & D, respectively, used or occupied on the 1st day of May, 1874?

A. Well, generally it was used for railroad purposes, track purposes, yard purposes, and engine-houses, and repair-shops, &c.

Q. Were they used for any other purpose?

A. Not that I am aware of.

Q. Look at the map now shown you, and state what that is.

A. It is a map of the village of Monticello.

(Map offered in evidence, marked "Complainants' exhibit map E.")

Q. How is the property, which was used and occupied by the Chicago and Alton Railroad Company on the 1st day of May, 1874, in the town of Monticello, county of Madison, indicated upon the map marked "Exhibit map E?"

A. It is indicated by a yellow and pink color, in which the red lines are found.

Q. What do the red lines indicate?

A. The tracks.

Q. And what do the words "old depot-ground," "section-house," "tool-house," and so forth, indicate?

99 A. "Old depot-ground" was the place where the depot formerly stood; section and tool house, well, "section-house," is used by the section-men for living purposes, and the "tool-house" for storing tools.

Q. Is or was any portion of property, so indicated as used by the Chi-

cago and Alton Railroad Company on the first of May, 1874, used for any other than railroad purposes at that time?

A. Not as I am aware of, sir.

Q. Look at that map now shown you, marked "Complainants' exhibit map F," and state what it is.

A. It is a map showing the village of Chatham and the railroad-track passing through it.

Q. How is the property which is used and occupied by the Chicago and Alton Railroad Company on the first of May, '74, indicated upon the map?

A. It is indicated by a strip colored yellow with the red lines through it.

Q. What do the red lines indicate?

A. Tracks.

Q. What do these black blocks upon the yellow and along to and adjacent to the yellow indicate?

A. The part marked "stock-yards," there in block one, indicates stock-yards; the block in the form of a cross indicates the elevator not belonging to the railroad company. The other blocks, excepting the blocks on the east side of the track, indicate various buildings, including the depot used by the railroad company.

100 (Map above referred to offered in evidence and marked "Exhibit map F.")

Q. Look at the map now shown you, and state what that is.

A. It shows a part of the city of Springfield, including the property of this railroad company.

(Map offered in evidence, marked "Co nplainants' exhibit map G.")

Q. How is the property which is used and occupied by the Chicago and Alton Railroad Company on the first of May, '74, indicated upon this map?

A. By that part which is colored pink.

Q. What do the red lines indicate?

A. They indicate tracks.

Q. What is meant by stock-pens?

A. It is an enclosed space for loading and unloading stock from the cars, and feeding the same.

Q. What is meant by the word repair?

A. It is a place for repairing different iron-works and rolling-stock.

Q. What by "office"?

A. It indicated the office of the company, and the "freight-depot" indicates freight-depot.

Q. What does depot indicate?

A. The passenger-depot.

Q. What are the premises marked pink and red in block nine, lying adjacent to the part marked depot, lots two, (2,) three, (3,) four, (4,) and five, (5,) in block nine, (9,) used for, and what were they used for on the first of May, 1874?

A. A portion of lot three (3) in block nine (9) is the track of the
101 passenger-depot; lots two, (2,) four, (4,) five, (5,) and a part of lot three, block nine, (9,) which are colored red, in the same enclosure as the depot.

Q. Are they or not used as a portion of the depot-grounds? State what they are used for.

A. I can make you the answer, that a part of the depot is occupied by the road-master as a residence. I presume that you might say that this is the yard belonging to the depot.

Q. Then the parts indicated by red lines in block nine (9) are the yard belonging to the depot, are they?

A. Yes, sir.

Q. Does the road-master occupy the building for the convenience of the railroad company, or not?

A. It is the way I understood it that he does.

Q. What is the southern part of lot forty-seven (47) in Enos West's addition used for?

A. There is nothing on it, that I know of—is not in use.

Q. Is it connected with the engine-house?

A. It is all one strip.

Q. Look at the map now shown you, marked "Complainants' exhibit map H," and state what it is.

A. It is a map of the village of Sherman, Sangamon County.

Q. How is the property which was used by the Chicago & Alton Railroad Company on the first day of May, 1874, indicated by this map?

A. It is in parallel dark lines with red lines thereon, with the lots three, (3,) four, (4,) and five, (5,) in block six, (6,) marked stock-yards.

102 Q. What do the red lines indicate?

A. Tracks.

Q. What does the depot indicate?

A. The passenger-depot.

Q. The section-house?

A. The living-house for the section-men—a tenant-house.

Q. What does the words stock-yards indicate?

A. A place for loading and unloading stock, where they are yarded and kept.

Q. Is lot five (5) used with and in connection with lots three (3) and four (4) for stock-yard purposes?

A. No, sir; it is not used. I saw some wood piled upon it when there.

Q. Is it the part properly occupied by the company?

A. Yes, sir.

Q. Lot three (3) I think occupied and owned by the company; that is, in the stock-yard.

(Map above referred to offered in evidence, marked "Exhibit map H.")

Q. Look at the map now shown to you, marked "Complainants' exhibit map I," and state what it is.

A. It is a map of the village Shirley, McLane County.

Q. How is the property which was used by the Chicago and Alton Railroad Company upon the first day of May, '74, indicated upon this map?

A. It is indicated by a pinkish color with red lines through it.

Q. What do the red lines indicate?

A. Tracks.

Q. What were the lots number one, (1,) two, (2,) three, (3,) in

103 block two, (2,) used for on the first of May, '74?

A. Stock-yards.

(Map referred to offered in evidence, marked "Complainants' exhibit map I."

Q. Look at the map now shown you, marked "Complainants' exhibit map K," and state what it is.

A. It is a map of part of the city of Bloomington, McLane County, showing the railroad track and tunnels.

Q. How is the property that was used by the Chicago & Alton Railroad Company on the first day of May, '74, indicated upon this map?

A. It is indicated by all that is enclosed in the black lines, colored in pink and yellow.

Q. What did the red lines indicate?

A. The railroad-track.

Q. What does the blacksmith-shop, iron-room, coal-iron, machine-shop, office, paint-shop, transfer, turn-table, car-shop, planer's shop, foundry, stock-yard, freight-depot, repair-shop, dry-house, indicate as marked upon the map?

A. They indicate shops and buildings belonging to the company, for the purpose of repairs, and doing the business of the company in general.

Q. Do they show buildings existing as stated by their names?

A. Yes, sir.

Q. What do the circles indicate?

A. The engine-house.

Q. What is indicated by the C. and A. rolling-mills?

104 A. It is a building that was used for rolling-mills formerly, and is now used for pump-house.

Q. What is indicated by Union Depot?

A. Passenger-depot.

(Map offered in evidence, marked "Complainants' exhibit map K.")

Q. Look at the map now shown you, marked "Complainants' exhibit map L," and state what it is.

A. It is a map of the village of Towanda.

Q. How is that which was used by the Chicago & Alton Railroad Company, the first day of May, '74, indicated upon this map?

A. By its pink color.

Q. What do the red lines indicate?

A. Tracks.

Q. What were the two lots marked in pink adjoining lot 19, (nineteen,) in block 6, (six,) used for at that time?

A. For stock-yards.

Q. What was the lot marked in pink, number one, (1,) in block eight, (8,) used for?

A. Used for water-supply and cistern-tank, to supply water for the railroad.

(Map offered in evidence, marked "Complainants' exhibit map L.")

Q. Look at this map now shown you, marked "Complainants' exhibit map M," and state what it is.

A. It is a map of the village of Braidwood, Will County.

Q. How is the property which was used by the Chicago &

105 Alton Railroad Company on the first day of May, '74, indicated on this map?

A. All that contained in the pink and red, and red lines across, excepting block twelve, (12,) included in the triangle.

Q. What do the red lines indicate?

A. The railroad tracks.

Q. What does the "depot-grounds" indicate?

A. It indicates "depot-grounds."

Q. What is indicated by the fan-shaped figure and the circle?

A. Engine-house; the circle is the turn-table.

(Map offered in evidence, marked "Complainants' exhibit map M.")

Q. Look at the map now shown you, marked "Complainants' exhibit map M," and state what it is.

A. It is the map of Wilmington, Will county.

Q. How is the property which was used by the Chicago & Alton Railroad Company on the first day of May, 1874, indicated on this map?

A. That portion that was colored in pink and red.

Q. What do the red lines indicate?

A. Railroad tracks.

Q. What do the blocks in black indicate?

A. One is the depot and the other two are elevators at warehouses.

Q. Are they used by the railroad company?

A. I could not say, sir; I suppose not, though.

Q. What is indicated by warehouses?

A. Warehouses indicated in block thirty-two, (32.)

Q. Are the warehouses belonging to the company?

A. I think not.

106 Q. What was indicated by stock-yards?

A. It is stock-yards for loading and unloading stock and keeping them.

(Map referred to and offered in evidence, marked "Complainants' exhibit map H.")

Q. Look at the map now shown you, marked "Complainants' exhibit map O," and state what it is.

A. It is a map of the village of Elwood, in Will county, showing the railroad lands.

Q. How is the property which was used by the Chicago & Alton Railroad Company on the first of May, '74, indicated on that map?

A. That portion which is colored pink and red.

Q. What do the red lines indicate?

A. Tracks.

Q. What is there indicated by "warehouses" and "hay-press."

A. Warehouses and hay-press, as the names set forth.

Q. Was that property there used for railroad purposes, or not, the property embraced within the black lines colored in pink or red?

A. The property embraced within the black lines or red was used for railroad purposes, so far as is set forth on the map; some of it would be vacant. Block thirty-five (35) is used for stock-yards, as shown by the lines.

(Map offered in evidence, marked "Complainants' exhibit map O.")

Q. Now look at the map now shown, marked "Complainants' exhibit map P," and state what that is.

107 It is a map of a portion of the city of Joliet, Will County.

Q. How is the property which was occupied and used by the Chicago & Alton Railroad Company on the first day of May, '74, indicated on this map?

A. In that portion of it that is colored pink.

Q. What do the red lines indicate?

A. Tracks.

Q. In some portions there is no color, but simply tracks; what does that indicate?

A. Tracks running in the streets, as allowed by the ordinance.

Q. What is block number sixteen (16) used for?

A. It is used for the right of way for trains.

Q. What is block number fifteen (15,) or that portion of it that is indicated by this color, used for?

A. For depot purposes and right of way for tracks.

Q. What is the block number seven (7) with curved lines used for?

A. It is used for the shop-grounds and engine-house, and for general storage purposes, and for tracks.

Q. What are lots twenty-four, (24,) twenty-five, (25,) thirty, (30,) and thirty-one, (31,) colored pink, in blocks eight (8) and nine (9) used for?

A. As I understand, they were formerly used for depot purposes, but are not used for anything at present.

Q. What is the portion marked in pink upon which there is no track, in block thirty-nine (39) and adjacent to that, used for?

A. It is used for the right of way. It is an omission of the draughtsman.

Q. What are lots twelve, (12,) thirteen, (13,) fourteen, (14,)
108 fifteen, (15,) sixteen, (16,) and the triangle adjacent used for?

A. They were secured in connection with this "y" of the Rock Island Railroad Company; whether there is anything on them or not, I am unable to say, with the exception of a press.

(Map offered in evidence, marked "Complainants' exhibit map P.")

Q. Look at the map now shown you, marked "Complainants' exhibit Q," and state what it is.

A. Map of the village of Lockport, through which the main track of the Chicago and Alton Railroad Company passes.

Q. How is the property occupied and used by the Chicago and Alton Railroad Company the first of May, '74, indicated?

A. It is colored in red or pink.

Q. What is lot three, (3,) block one hundred and fourteen, (114,) used for?

A. For stock-yards.

Q. What is the property in block one hundred and four (104) used for?

A. It is used for depot purposes generally.

Q. It was so used on the first of May, 1874?

A. Yes, sir.

(Map offered in evidence, marked "Complainants' exhibit map Q.")

Q. Look at the map now shown you, marked "Complainant's exhibit map R," and state what that is.

A. It is the map of a portion of the village of Lockport, Will County, showing the main line of the Chicago & Alton Railroad passing through it.

109 Q. How is the property which was used and occupied by the Chicago and Alton Railroad Company first of May, '74, indicated on that map?

A. By red coloring.

Q. Whatdo the red lines indicate?

A. Tracks.

(Map offered in evidence, marked "Complainants' exhibit map R.")

Q. Look at the map now shown you, marked "Complainant's exhibit map S," and state what it indicates.

A. It is a tract of land in section eleven, (11,) township thirty-six, (36,) north range ten, (10,) east of the third principal meridian, through which our railroad runs.

Q. What does the red lines indicate?

A Railroad track.

Q. What was the part color in pink embraced within the four (4) lines adjacent to the railroad track used for the first of May, '74?

A. I cannot say it was used for anything.

Q. State what it was.

A. It was originally acquired for water privileges, for the purpose of erecting a tank.

Q. State what was done with it, whether it was abandoned or not.

A. The supply of water was found insufficient, and it was abandoned.
(Map offered in evidence, marked "Complainants' exhibit map S.")
Q. Look at the map now shown you, marked "Complainants' exhibit map T," and state what that is.
110 A. It is part of the city of Normal, McLane County.
Q. How is the property which was used and occupied by the Chicago and Alton Railroad Company on the first of May, '74, indicated on that map?
A. That portion which is colored in pink.
Q. What do the red lines indicate?
A. Tracks.
Q. What is indicated by C. & A. R. R. stock-yards?
A. Stock-yards belonging to the Chicago and Alton Railroad Company, and are used for that purpose.
Q. That part enclosed with the black lines colored pink?
A. Yes, sir.
(Map offered in evidence, marked "Complainants' exhibit map T.")
Q. Look at the map now shown you, marked "Complainants' exhibit map U," and state what that is.
A. It is a map of the village of Metamora, Woodford County, showing the property of the Chicago and Alton Railroad Company.
Q. Delineated in pink?
A. The track is indicated by red lines, and the points marked "depot," "stock-yards," indicate what they are used for.
(Map offered in evidence, marked "Complainants exhibit map U.")
Q. Look at the map now shown you, marked "Complainants' exhibit map V," and state what that is; what it indicates in reference to the property of the Chicago and Alton Railroad Company the first of May, '74.
111 A. It is a map of the village of Tallula, showing the grounds owned and occupied by the Chicago and Alton Railroad Company, colored yellow; the red lines thereon are the railroad-tracks, and the parts marked "stock-yards," "old depot," "water-tank," and "tool-house," are used for the purposes stated.
Q. What are the lots in block seventeen (17) and the lots in block sixteen (16) used for, and what were they used for on the first of May, '74?
A. Not anything, that I know of; they are vacant.
(Map offered in evidence, marked "Complainants' exhibit map V.")
Q. Look at the map now shown you, marked "Complainants' exhibit map W," and state what that indicates with reference to the property of the Chicago and Alton Railroad Company on the first of May, '74.
A. It is a part of the city of Jacksonville, Morgan County; that part that is colored pink denotes the property owned and occupied by the railroad company; the red lines are the railroad-tracks, and the ground-plan of the different parts indicates what they were used for.
Q. What is the triangular piece marked in pink, and which is part of lots twenty (20) and nineteen, (19,) used for?
A. It was formerly used for connection with the T., W. and W. Railroad, but it is not in use at present.
(Map offered in evidence, marked "Complainants' exhibit W.")
Q. Look at the map now shown you, marked "Complainants'
112 exhibit X," and state what that map indicates with reference to the property of the Chicago and Alton Railroad Company, as used or occupied on the first of May, '74.
A. It is a map of the village of Murrayville, Morgan County; that portion which is colored yellow and green denotes the property of the

company, the red lines are the track, and the ground-plans of the different buildings are for the purposes denoted by the words on the map.

Q. The part marked "stock-yards" is used for stock-yards?

A. Yes, sir.

(Map offered in evidence, marked "Complainants' exhibit map X.")

Q. Mr. Clinton, are the distances and measurements upon these maps, respectively, in accordance with the scales that are given upon the maps, or are the scales or measurements of distances given upon the maps?

A. Yes, sir; with one slight exception, that is the stock-yards at Normal, we could not make come round according to the tracing

Q. Was the Chicago and Alton Railroad Company, on the first of May, '74, engaged in running a double track or about to lay a double track upon any portion of its lines?

A. Yes, sir; they were grading for a double track south of Joliet, and endeavoring to get a double track through to Lockport.

Q. They were grading south of Joliet?

A. Yes, sir; I had nothing to do with that.

Q. How far is that grade?

A. From Hickory Creek to Elmwood.

113 Q. Do you know whether it was their intention at that time to build a double track from Chicago to Bloomington?

A. I do not know anything about it.

Q. What is the general width of the right of way of the Chicago and Alton Railroad Company's track as indicated in the maps along the line occupied by the company?

A. They vary from sixty to a hundred feet.

Q. And as I understand these maps indicate the right of way by the strips respectively on the map?

A. Yes, sir.

Cross-examination by Mr. Edsall.

Q. I understand you to state that the average width of right of way generally, along the line varies from sixty to one hundred feet?

A. Yes, sir.

Q. You don't intend to say that the right of way indicated on these maps are within sixty or one hundred feet, that is the maps of these stations?

A. Perhaps I misunderstand the question. The tracks frequently where stock-yards are delineated, the width *are* greater they are represented on the maps.

Q. I understand you to state that these maps show the station ground, and the property used in connection with the railway, indicates a greater width than one hundred feet generally.

A. Generally they do.

114 Q. Referring to the exhibit marked "Exhibit map A," I understand you to state that all the property included within the parallelogram is 422 feet in width by 1,500 feet was returned by the said railroad company as railroad-track, as used for that purpose, to the county clerk & auditor?

A. Yes, sir.

Q. Including the part marked stock-yards?

A. Yes, sir.

Q. For what purpose was that part marked stock-yards used?

A. For stock-yard purposes.

Q. And the large circle and that track is where the turn-table is and the fan-like shape the engine-house?

A. Yes, sir.

Q. And that it was returned by the company as railroad track, regardless of what it really was used for?

A. That is the schedule that was furnished me; I did not make the returns myself.

Q. By whom were these schedules made?

A. I presume they were made by the tax-commissioner of the railroad company.

Q. Referring to Exhibit map B, state for what purpose the lots in block 27 from 1 to 8, inclusive, were used.

A. The railroad track passes through lots one and two across the ends; the balance are vacant, to the best of my knowledge.

Q. How is it with the part of lots marked in pink in block twenty-eight?

A. The map shows for itself; it is that portion occupied by the company.

115 Q. Show plainly what is done with that portion not occupied by the track.

A. It is vacant.

Q. How is it with lots 7 and 8?

A. All that portion which is not occupied by the track is vacant.

Q. Referring to exhibit maps C, state for what purpose the property in lot 58 is used for.

A. It is used for an engine-house; it is occupied particularly by the building for the purpose of housing engines and repairing the same.

Q. Part of it, that point is not occupied with the building?

A. Yes, sir, for wood, &c. *c.* Lot 59 is occupied by side track and used as yard for storage purposes, fuel, *cc.*

Q. And lot 60?

A. The east part of lot 60 we occupied with tracks.

Q. How about lots one and two?

A. I don't know what is on number one and number two. I think there is a track upon it.

Q. Side track running up into it?

A. Yes, sir.

Q. You do not intend to say that the whole lot is used by side tracks; how about that part of lot 64 colored in red?

Q. That is occupied by the track-repair shops.

Q. Side track, is it not?

A. Yes, sir, more repair track than side track proper.

Q. It is track running down to the repair-shop?

A. Yes, sir.

116 Q. It is rather a repair-shop with track running to it?

A. Yes, sir.

Q. How about lots in block No. 63 marked in red?

A. They are occasionally unloading material there. I do not know what they are used for. I have seen them unloading material there.

Q. How about that block 301 colored in red; what is that used for?

A. It is used for track purposes and freight depot.

Q. For side tracks and switches?

A. Yes, sir; side track and freight track.

Q. It is not likely it would be there as part of right of way if there was no station there?

A. The right of way proper runs straight through.

Q. Is it not a fact that these lots colored in red in block 301 are used

for other purposes than ordinary right of way for the main track in the town of Jacksonville?

A. I don't know what we construe as the ordinary right of way.

Q. Would it not have been there if there was no station there?

A. O, yes.

Q. For what purpose does the railroad use the triangular piece on the west side track on map D?

A. I am not aware that it is used for anything.

By Mr. Smith:

Q. Through what kind of ground does the right of way—that is, what is the character of the country in this map; that is, what is the
117 character of the country through which the road passes in this map?

A. It passes through a rough country, heavy cuts and deep fills.

Q. Is it necessary that the track should be wider there than in a leve country?

A. Yes, sir; I should think it was.

By Mr. Edsall:

Q. Referring to map F, for what purpose is the property in block 1 used, which is colored yellow?

A. It is used for track and stock-yard purposes.

Q. What is the width of track used at that place, used for track, stock, and depot-ground purposes?

A. I cannot state particularly.

Q. I understand you to state that although it is used in part for stock-yard purposes, it is also returned for real track—right of way?

A. Yes, sir.

Q. How about block 9—the same?

A. Yes, sir.

Q. You don't pretend to say that the property marked yellow in block 9 is used for railroad-track?

A. No, sir; I do not know the contract with the elevator.

Q. You say there is one elevator in block 9. Is there more than one elevator?

A. No, sir.

Q. What are the vacant lots 9 and ten, block 9, used for?
118 A. There is nothing on them.

Q. Referring to complainants' exhibit map G, state whether or not lots 2, 3, and 4 and 5, block 9, lie wholly east of the railroad-track?

A. Yes, sir.

Q. Does the railroad track in fact run upon either of those lots?

A. It does not.

Q. A part of lot 3, indicated in black lines, is occupied by the passenger-depot building?

A. Yes, sir.

Q. You state that the road-master occupies one end of that building as his residence?

A. Yes, sir.

Q. And that part of lot 3 colored red, and also lots 2, 4, and 5, marked red, are used as a stock-yard or space of ground in connection with that building?

A. Yes, sir.

Q. How are they used; that is, for what particular purpose?

A. Well, I don't know how to answer that. It is put to no particular

use that I know of. There are shrubbery and trees in there, and it is enclosed.

Q. The property marked red on the part of map marked Enos West's subdivision, what are they used for?

A. They are used for side-track purposes, tracks open through the depot, engine-house, and wood-yards. I think that takes in all.

Q. Does not that tract of land lay wholly west of the main track of the road?

119 A. It does.

Q. For what purpose are lots 5 and 6 in block 6 of John Tayler's division used that are not road-master's office, blacksmith-shop, and lay-open tracks? This part, I understand, was returned by the railroad company as railroad-tracks?

A. Yes, sir.

Q. And that they, although the assessors assessed it other than railroad-track, (referring to the complainants' exhibit map H,) lots 3, 4, & 5, in block 6, were returned by the railroad company, as I understand your testimony, as part of their railroad-track?

A. Yes, sir.

Q. And that the local assessors assessed that as property other than R. R. track?

A. Yes, sir.

Q. For what purpose are those lots used so far as used at all by the railroad company?

A. They are used for stock-yard purposes, as shown on the map.

Q. Are they in fact any more part of the railroad-track than any other lot in block 6, so far as actual use is concerned?

A. Yes; I think they are.

Q. Why?

A. Because they are set aside specially for railroad purposes.

Q. As I understand you, you regard any part set aside for railroad purposes as railroad-track?

120 A. No, sir; it is only where it is set aside altogether for the business of the railroad company.

Q. Then do you regard any part of the property set aside simply for the business of the railroad company and used in the particular business of the railroad company as necessarily part of the railroad-track?

A. I cannot think of any instance now where it would not be necessarily in my mind; there may be instances where it would occur, but I don't recollect of them just now.

Q. When you speak of property being used for stock-yards, I understand it is a place where they yard and keep stock, in order to be convenient to load it upon the train?

A. Yes, sir; for farmers coming in.

Q. The railroad-track of the company does not, in fact, run across either of these lots?

A. No, sir.

Q. It runs alongside of them?

A. Yes, sir.

Q. They are just for the convenience of the general public?

A. Yes, sir.

Q. Lots 1, 2, and 3, in block 1, complainants' exhibit map I, are used for stock-yard purposes?

A. Yes, sir.

Q. Referring to complainants' exhibit maps K, I understand you to

state that the property indicated in yellow & pink or red upon that map was owned by the company the first of May, 1874?

A. Yes, sir.

121 Q. And that it was used for the purposes indicated by the words on the map?

A. Yes sir; probably I should state a little further; there is a piece of land there not colored included in the schedule—block 13. We did not color it, because we wanted them to know the difference; the north one-half of block 13 is returned by the town assessor; and there is lot 7, not shown on the map, which is made distinct from the red.

Q. And that the railroad company returned all this property as railroad-track?

A. Yes, sir.

Q. Without any regard for the purposes for which it was used, as I understand?

A. I don't know about that; it was returned as railroad-track.

Q. The blacksmith-shop was returned as railroad-track, was it not?

A. I presume that the lots were all returned as railroad-track by the boards; you see it is divided into two lots.

Q. For what purpose is this open space on the southeast side of the south part of the depot used?

A. That is not in use any further than what is shown on the map.

Q. Referring to complainant's exhibit map L, state for what purpose lot one in block 8 is used.

A. It is used for water-supply, there being a tank and well upon it.

122 Q. About what distance in fact is that from the line of the railroad—that lot?

A. Perhaps 300, or 400, or 500 feet. I could not tell exactly.

Q. Is the intervening property owned by the railroad company?

A. No, sir.

Q. Was that returned as part of the railroad-track or otherwise?

A. I think it was returned as part of the railroad-track.

Q. How is it about lots 17 & 18, marked in pink in block 6?

A. They are occupied as stock-yards.

Q. Referring to complainant's exhibit map O, state for what purpose the part of the plat in red marked 35 is used.

A. For stock-yard purposes.

Q. Referring to complainant's exhibit map P, was any portion of the property indicated upon that map returned by the railroad company as property other than railroad-track?

A. No, sir; I am pretty certain it was not.

Q. Referring to complainant's exhibit map Q, state for what purpose lot No. 3 in block 114 was used.

A. For stock-yard purposes.

Q. How about the west half of block 104; for what was that used?

A. It was required for depot purposes.

Q. For what purpose was it in fact used?

A. They drove up here with teams and received passengers. I know of nothing on the ground; it was for easy access to the platform.

123 Q. It is an open area, is it?

A. Yes, sir.

Q. The tracks of the company do not, in fact, run upon it at all?

A. No, sir.

Q. How was it returned by the railroad company?

A. As railroad-track.

Q. Referring to complainant's exhibit map P, for what purpose was the tract on the northeast side of the railroad-track, marked "C. & A. Railroad Company stock-yards" was used for?

A. It is used for stock-yard purposes.

Q. What is the size of that tract of land?

A. It is a parallelogram 544 × 1,200 feet.

Q. This was returned by the railroad company as railroad-track, was it not?

A. Yes, sir.

Q. But was returned by the local assessors as property other than railroad-track?

A. Yes, sir.

Q. Referring to complainant's exhibit map X, I understand you to testify that the part colored green is used for stock-yard purposes?

A. Yes, sir.

Q. And that it was returned by the railroad company as railroad-track?

A. Yes, sir.

Q. And that the local assessors assessed it as property other than railroad-track?

A. Yes, sir.

124 Q. Does the track of the railroad company, in fact, run on that piece of land at all?

A. No, sir.

By Mr. SMITH:

I offer in evidence the proceedings of the State board of equalization of the State of Illinois for the years 1873 & 1874, respectively, and offer the leases of the Chicago & Joliet Railroad Company, and of the St. Louis & Jacksonville & Chicago Railroad Company, the Alton & St. Louis Railroad Company, and the Louisiana and Missouri River Railroad Company, respectively, to the Chicago & Alton Railroad Company.

Signature waived by consent of counsel.

EXHIBIT Y.

At a special meeting of the board of directors of the Chicago and Alton Railroad Company, held at the office of the company in Chicago, Illinois, on the 14th day of January, A. D. 1875, pursuant to call and due notice given to all the members in accordance with the requirements of the by-laws of said company, the following communication was presented and read, to wit:

"NEW YORK, *January* 4, 1875.

"To the board of directors of the Chicago and Alton Railroad Company:

"GENTLEMEN: We are the owners of 537 shares of stock of said company, and, as such owners, claim that its funds shall not be paid
125 out in defraying illegal exactions. The action of the officers of the State of Illinois, in assessing the property, stock, and franchises of the Chicago and Alton Railroad Company for taxation for the year 1874, and the levy of the taxes for that year, is in our judgment clearly illegal and ruinous to the company. We understand that the respective officers authorized by law to collect taxes, threaten to collect such illegal taxes, and that you contemplate paying the same out of *of* the funds of the company, in order to prevent a levy upon and sale of the property of the company.

You are hereby notified that we shall hold you and the company responsible for any use of the funds of the company for that purpose, and we hereby request you to institute proceedings forthwith to restrain the collection of such illegal taxes.

(Signed) "M. K. JESUP, PATON & CO."

After full and careful consideration of said communication, it was, on motion of George Stuart, esq., seconded by John B. Drake, esq.—

Resolved, That we fully concur in the views expressed by M. K. Jesup, Paton & Co., in their communication to the board, dated January 4th, 1875, relative to the illegality of the assessment of the property, stock, and franchises of the company and the levy of taxes thereon, but, in consideration of obstacles in the way of testing the validity of such assessments and levy in the courts of the State of Illinois, we de-
126 cline to take the action which we are called upon by them to take.

I, William M. Larrabee, secretary of the Chicago and Alton Railroad Company, do hereby certify that the foregoing communication and resolution are true copies from the records of the proceedings of the board of directors of said company.

In witness whereof I have hereunto signed my name officially, and affixed the corporate seal of said company, this 14th day of January, A. D. 1875.

[SEAL.] W. M. LARRABEE,
Secretary.

[M. K. Jesup, Paton & Co., Union Building, 52 William st.]

NEW YORK, *Jan'y* 13, 1875.

Hon. C. BECKWITH, *Chicago:*

DEAR SIR: Referring to our respects of 7th inst., in which we sent you a document relating to Chicago & Alton R. R'd stock, we now write to request that you will take such steps in court (in reference to certain matters there pending) as you deem best for the protection
127 of the interests of the stockholders of the Chicago & Alton R. R'd Co., we *we* hereby appearing and confirming in advance your action in the premises.

Yours, truly, M. K. JESUP, PATON & CO.

(Endorsed:) Filed July 24, 1875. W. H. Bradley, clerk.

128 In the United States circuit court for the northern district of Illinois.

MORRIS K. JESUP ET AL.
vs.
THE CHICAGO AND ALTON RAILROAD COMPANY *et. al.* } In chancery.

It is stipulated to admit, as proven on the hearing of the above entitled cause on the part of the complainants, subject to objection for irrelevancy and incompetency—

1st. That on the 1st day of May, A. D. 1874, the shares of capital stock of the Chicago and Alton Railroad Company were owned, and have been since owned, by a number of persons whose names and places of residence were, and are, unknown to complainants, and that

over one hundred thousand of such shares were then and still are owned by persons not citizens of the State of Illinois, and not residing therein.

2nd. That after the sworn lists or schedules were made and returned by the Chicago and Alton Railroad Company to the several county clerks, as set forth in said bill of complaint, the town assessors
129 of the counties of Will, McLean, and Sangamon, organized under the township organization law of the State of Illinois, and the county assessors of the county of Madison, and of the counties of St. Clair, Woodford, and Morgan, made the additions in their several assessment books to the listed value of personal property, other than rolling-stock, and assessed the real estate therein enumerated, (the said assessors claiming that such real estate so assessed by them constituted no part of the "railroad-track," as defined in the law for the purpose of assessment,) as specified in Schedule' Nos. 1, 2, 3, and 4, filed with said bill of complaint, as set forth in said schedule.

That the said assessment books, with said additions thereon, so made by said town and county assessors, were submitted to the respective county boards of equalization, and thereupon the said county boards of equalization, respectively, made the additions to and deductions from the assessed value of the personal property other than rolling-stock, and of the said real estate so assessed by the local assessors, as constituting no part of the "railroad-track" of the Chicago and Alton Rail-
130 road Company, as set forth in said Schedules 1, 2, 3, and 4. Such additions and deductions so made by said county boards were the result of its action in equalizing assessments between the several towns in their respective counties; that is to say, the same rate per cent. was added to or deducted from such railroad property as was added to or deducted from other real and personal property in each town respectively.

3d. That the State board of equalization, at its session in the year 1874, proceeded to add to and deduct from the listed and assessed valuation of personal property, and lands and lots so assessed by the local assessors, returned to the auditor of public accounts by the county clerks, the like rate per cent. in the respective counties as was by said State board added to or deducted from the assessed value of other real and personal property in such counties respectively.

That the results of the sums so added and deducted are set opposite the respective parcels and descriptions of property in said Schedules Nos. 1, 2, 3, and 4 mentioned.

4th. That the Chicago and Alton Railroad Company was, on
131 the 1st day of May, A. D. 1874, indebted to divers persons in the sum of $7,311,900, specified in certain bonds theretofore issued by said company, becoming due at different times, but all of them becoming due some years hence and bearing interest payable semi-annually, which bonds were transferable by delivery, and the principal and interest of which were payable in New York; that all said bonds, except about $200,000 in amount, were, on the 1st day of May, 1874, held by persons other than citizens or residents of the State of Illinois.

5th. That complainants were, on the 1st day of May, 1874, have since been, and are now the owners of 537 shares of the capital stock of the Chicago and Alton Railroad Company, for which they held the certificate of said company, issued to them in the usual form.

6th. That the principal office of the said Chicago and Alton Railroad Company was, on the 1st day of May, 1874, had theretofore been, and has since continued to be in the city of Chicago, county of Cook,
132 and State of Illinois.

7th. And it is admitted, as proven on the part of the defendants, collectors, that Corydon Beckwith, who appears as solicitor for the complainants herein, prior to the 1st day of May, 1874, was, has since continued to be, and is now the general solicitor of the Chicago and Alton Railroad Company; and that George W. Smith, who likewise appears as solicitor herein, was, during the same period, and is the local attorney, at the city of Chicago, of the said company.

8th. It is further stipulated that the Chicago and Alton Railroad Company has paid all the taxes assessed under the designation of "personal property other than rolling-stock," particularly specified in the schedule attached to the bill for the year 1874, (including "lands and lots" other than railroad-track, in the counties of Menard, Tazewell, Jersey, and Cook,) except in the counties of Sangamon and Madison, and that it has tendered to the collector of such last-named counties the taxes assessed under such last-named designation, and such col-
133 lectors have refused to receive the same; the tax so paid amounts to $7,891.92 in the aggregate, and that the taxes assessed against said company upon property designated "railroad-track," "rolling-stock," "lands and town-lots other than railroad-track," and "capital stock," have not been paid.

It is further stipulated that the annexed instruments, marked respectively Exhibits A, B, C, D, are copies of the returns made by the companies therein named respectively, to the auditor of public accounts of the State of Illinois, for the year 1874, and referred to in the pleadings in this cause; and, also, that the answer herein filed April 6, 1870, by the defendants, who are named as county collectors of their respective counties in the original bill, shall for all purposes be regarded as the answer of the successors of such defendants respectively as were made parties to the bill by amendment thereto, and that the replication filed herein shall be considered a replication thereto.

GEO. W. SMITH,
Solicitor for Complainants.

134 JAS. K. EDSALL,
Solicitor for Defendants, Collectors.

(Endorsed:) Filed July 27, 1875. W. H. Bradley, Clerk.

[Auditor's Form No. 12.]

Annual return of the Chicago and Alton Railroad Company to the auditor of public accounts, as required by the 48th section of State revenue-law.

SCHEDULE No. 1.

Showing the property denominated "railroad-track" belonging to or controlled by the Chicago and Alton Railroad Company on the 1st day of May, 1874, as required of railroad companies, according to section 48 of "An act for the assessment of property and for the levy and collection of taxes," approved March 30, 1872.

Counties.	Right of way and improvements thereon.			Track.						Total values returned listed to county.
	Acres.		Value of buildings on right of way. (See Schedule No. 5.)	Main.			Side, second, or turn-out.			
	No.	Value, excluding improvements.		Miles.	Feet.	Value.	Miles.	Feet.	Value.	
Cook	262.12	203,214 40		26.55	140,164	140,164 75	9.44	49,864	49,864	393,243 15
Will	458.05	25,746 55		33	174,211	174,211	9	47,486	47,486	247,443 55
Grundy	144.16	2,241 60		11.25	59,399	59,399	.92	4,865	4,865	66,505 60
Livingston	635.20	13,202 80		51.09	269,720	246,908	3.14	16,572	15,811	275,921 80
McLean	668.48	119,526 40		56.83	300,032	288,484 40	12.38	65,377	64,913 60	472,924 40
Logan	362.13	9,521 30		28.57	150,835	149,423	3.32	17,511	17,511	176,455 30
Sangamon	350.74	27,568 90		34.64	182,867	182,482	3.29	17,386	17,386	227,436 90
Macoupin	694.64	15,419 60		40.76	215,175	215,175	3.77	19,900	19,900	250,494 60
Jersey	183.39	4,469 05		16.89	89,130	74,266	.59	3,106	2,484 80	81,219 85
Madison	259.84	30,496 80		30.60	161,540	167,732 80	7.45	39,357	39,357	237,586 60
St. Clair		27,375		2.44	12,866	12,866	3.18	16,800	16,800	57,041
La Salle	147.03	2,520 30		13.13	69,354	55,483 20	.73	3,853	3,082 40	61,085 90
Marshall	337.53	6,075 30		30.21	159,532	127,625 60	2.62	13,861	11,088 80	144,789 70
Woodford	145.63	2,681 30		13.19	69,662	55,729 60	.87	4,583	3,666 40	62,077 30
Tazewell	241.31	7,319 67		24.31	128,348	103,350 40	1.92	10,164	8,131 20	118,801 27
Greene	460.52	11,067 80		38.53	203,428	162,742 40	3.37	17,778	14,222 40	187,972 60
Scott	34.69	1,093 80		3.80	20,113	16,090 40	.29	1,548	1,238 40	18,422 60
Morgan	293.64	19,018 55		28.64	151,261	121,008 80	3.42	18,045	14,436	154,463 35
Cass	32.45	949		2.42	12,787	10,229 60	.25	1,320	1,056	12,234 60
Menard	252.81	5,567 15		23.18	122,408	97,926 40	.86	4,579	3,663 20	107,156 75
Mason	150.09	5,300 90		12.80	67,688	54,150 40	1.68	8,895	7,116	66,567 80
Pike	448.95	5,989 50		24.31	128,384	102,707 20	1.46	7,467	5,973 60	114,670 30
Totals in State	6,563.40	546,305 67		547.14	2,888,904	2,618,155 95	73.90	390,317	370,052 80	3,534,514 42

136 SCHEDULE NO. 2.—*Showing the property denominated "rolling-stock," belonging to or controlled or operated by the Chicago and Alton Railroad Company on the 1st day of May, 1874, as required of railroad companies, according to section 48 of "An act for the assessment of property, and for the levy and collection of taxes," approved March 30, 1872.*

Description.—For length of main track on which said rolling-stock is used in each county, see Schedule No. 1.	No.	Average value.	Total listed value.
Locomotives, all classes	155	2,600	403,000
Passenger-cars, all classes	57	1,220	69,537
Sleeping, dining, and drawing-room cars			
Express-cars	7	400	2,800
Baggage-cars	17	400	6,800
House-cars	1,572	160	251,520
Cattle-cars	537	150	80,550
Coal-cars	23	300	6,900
Platform-cars	753	125	94,125
Wrecking-cars	6	400	2,400
Pay-cars	1	4,500	4,500
Hand-cars	100	15	1,500
All other kind of cars	50	10	500
Total listed value of rolling-stock			924,132

Length of main track on which said rolling-stock is used in Illinois.. 2,888,904 feet.
" " " " " " " " " elsewhere.. 533,808 feet.
Total length of road.. 3,422,712 feet.

137 SCHEDULE NO. 3.

Showing the number of ties in track per mile; the weight of iron or steel per yard, used in main and side track; what joints or chairs are used in track; the kind of ballasting of road; quality of buildings or structures on railroad-track; the length of time iron (or steel) in track has been used, and length of time the road has been built; all belonging to or controlled by the Chicago and Alton Railroad Company, on the 1st day of May, 187–, and hereby scheduled and returned as required of railroad companies by section 48 of "An act for the assessment of property, and for the levy and collection of taxes," approved March 30th, 1872:

State number of ties in track, per mile.
Jacksonville branch .. 2,200
Balance of line .. 2,250

State weight of iron and steel per yard in main track, and side, second, or turn-out.
Jacksonville branch, iron, weight per yard, 54 pounds main.
Balance of line, iron, weight per yard, 60 pounds.
Jacksonville branch, steel, weight per yard, 60 pounds main and second.
Balance of line, iron, weight per yard, 60 pounds second.
Jacksonville branch, iron, weight per yard, 50 pounds side or turnout.
Balance of line, 54, side or turn-out.
Steel, none, side or turn-out.

State kind of joints or chairs used in track.

Jacksonville branch, one-half fish splice joints in main track and second tracks, balance chairs.

Balance of line, fish splice joints in main track and second track, chairs in side track.

State kind of ballasting used in road.

Miles, 97½; feet, 514,800; gravel.

Miles, 466; feet, 2,460,480; dirt.

State quality of buildings or other structures on railroad track.

Poor.

State length of time iron or steel in track has been used.

Iron in track has been used from one to twenty years; steel in track from one to seven years.

State length of time road has been built.

From two to twenty-one years.

State proportion of iron and steel used in main and side, second or turn-outs.

Iron, miles, 440½; feet, 2,325,840; main.

Steel, miles, 106; feet, 559,680; main.

Steel, miles, 17; feet, 89,760; second.

Iron, miles, 29; feet, 153,120; second.

Iron, miles, 84; feet, 443,520; side, second or turn-out.

Steel, miles, none; feet, ; side or turn-out.

138 SCHEDULE No. 4.

Showing the amount of capital stock authorized, and the number of shares into which such capital stock is divided; the amount of capital stock paid up; the market value, or actual value of the shares of said stock; the total indebtedness, except for current expenses for operating the road, and the total listed valuation of all tangible property in this State, belonging to or controlled by the Chicago and Alton Railroad Company on the 1st day of May, 1874, as required of railroad companies, according to section 48 of "An act for the assessment of property, and for the levy and collection of taxes," approved March 30th, 1872:

1st. The amount of capital stock authorized and the number of shares into which such capital is divided, with amount of each share:

Amount of capital stock	$11,355,300
No. of shares	113,553
Amount of each share	$100

Proportion of capital stock belonging in Illinois and elsewhere:

Amount of capital stock in Illinois	215,000
" " " elsewhere	1,140,300
Total	11,355,300

2d. The amount of capital stock paid up:

Capital stock paid up	$11,355,300
Proportion paid up in Illinois	$215,000
Proportion paid up elsewhere	$11,140,300
Total	$11,355,300

3d. The market-value, or if no market-value, then the actual value of the shares of stock—

Market-value of a limited number of shares about par; or actual value, unknown.

The capital stock of the company and its bonded indebtedness is invested in the property herewith returned. The stock is not owned by the company.

4th. Total amount of all indebtedness except for current expenses for operating the road—

Total indebtedness, including current expenses for operating the road	$7,594,251 30
Deduct indebtedness for current expenses created in operating the road	$282,351 30
Total	$7,311,900

5th. The total listed valuation of all tangible property in this State—

1. Railroad-track	$3,534,514 42
2. Rolling-stock, (proportion in Illinois)	$780,004
3. Real estate, lands	$668
4. Real estate, lots	$1,550
5. Personal property	$28,005
Total	$4,344,741 42

139 STATE OF ILLINOIS, *Cook County, ss:*

F. D. Tracy, tax commissioner, and W. M. Larrabee, secretary of the Chicago & Alton Railroad Company, being duly sworn, depose and say, each for himself, that they are the above-entitled officers of the said railroad company, and that the foregoing schedules respectively numbered one, (1,) two, (2,) three, (3,) and four, (4,) contain and are full, true, and correct statements and schedules of the property (real and personal) of the said railroad company, which are required to be returned to the auditor of public accounts, under provisions of section 48 of "An act for the assessment of property and for the levy and collection of taxes," approved March 30th, 1872.

F. D. TRACY, *Tax Commissioner.*
W. M. LARRABEE, *Secy.*

Subscribed and sworn to before me this 29th day of June, 1874.
[SEAL.] *CHAS. H. FOSTER,
Notary Public in and for Cook Co., Ills

* May be sworn to before a notary public, justice of the peace, or any officer to administer oaths.

AUDITOR'S OFFICE, ILLINOIS,
Springfield, March 1, 1875.

I, Charles E. Lippincott, auditor of public accounts of the State of Illinois, do hereby certify that the foregoing and annexed instrument is a true, full, and correct copy of annual statement now on file in and forming a part of the records of this office.

In testimony whereof I hereunto subscribe my name, and affix the seal of my office, at Springfield, the day and year first above written.

[SEAL] C. E. LIPPINCOTT,
Auditor Public Accounts.

(Indorsed:) No. 12. Return of Chicago and Alton Railroad Company May 1st, 1874. Received July 1st, 1874. C. E. Lippincott, auditor p. a

140 B.

[Auditor's form No. 12.]

ANNUAL RETURN OF THE ALTON AND ST. LOUIS RAILROAD COMPANY TO THE AUDITOR OF PUBLIC ACCOUNTS AS REQUIRED BY THE 48TH SECTION OF STATE REVENUE-LAW.

SCHEDULE NO. 1.—*Showing the property denominated "railroad-track," belonging to or controlled by the Alton and St. Louis Railroad Company on the 1st day of May, 1874, as required of railroad companies, according to section 48 of "An act for the assessment of property and for the levy and collection of taxes," approved March 30, 1872.*

Embraced in the returns of the Chicago & Alton Railroad Co.

141 SCHEDULE NO. 2.

Showing the property denominated "rolling-stock," belonging to or controlled or operated by the Alton and St. Louis Railroad Company on the 1st day of May, 1874, as required of railroad companies, according to section 48 of "An act for the assessment of property and for the levy and collection of taxes," approved March 30, 1872.

The company has no rolling-stock. The rolling-stock used on this road is included in returns made by the Chicago and Alton Railroad Co

142 SCHEDULE NO. 3.

Showing the number of ties in track per mile; the weight of iron or steel per yard used in main and side track; what joints or chairs are used in track; the kind of ballasting of road; quality of buildings or structures on railroad-track; the length of time iron (or steel) in track has been used, and length of time the road has been built; all belonging to or controlled by the Alton and St. Louis Railroad Company, on the 1st day of May, 1874, and hereby scheduled and returned, as required of railroad companies by section 48 of "An act for the assessment of property and for the levy and collection of taxes," approved March 30th, 1872.

Included in Schedule No. 3, returned by the Chicago and Alton Railroad Co.

143 SCHEDULE NO. 4.

Showing the amount of capital stock authorized, and the number of shares into which such capital stock is divided; the amount of capital stock paid up; the market value, or actual value of the shares of said stock; the total indebtedness, except for current expenses for operating the road, and the total listed valuation of all tangible property in this State belonging to or controlled by the Alton and St. Louis Railroad Company on the 1st day of May, 1874, as required of railroad companies, according to section 48 of "An act for the assessment of property and for the levy and collection of taxes," approved March 30th, 1872.

1st. The amount of capital stock authorized and the number of shares into which such capital is divided; with amount of each share:

Amount of capital stock	$800,000
No. of shares	8,000
Amount of each share	$100

The stock of this road is owned by the Chicago and Alton Railroad Company, and the cost of the same, with all its appendages, is embraced in and represented by shares of the Chicago and Alton stock, and are included in the returns of that company.

The organization of this company is kept up in order to avail of its franchises, but the company has no stock or funds outstanding except the $800,000 stock owned by the Chicago and Alton Railroad Company, as above stated.

144 STATE OF ILLINOIS, *Cook County, ss:*

F. D. Tracy, tax-commissioner of the Alton and St. Louis Railroad Company, being duly sworn, depose' and says for himself, that he is the above-entitled officer of the said railroad company, and that the foregoing schedules, respectively numbered one, (1,) two, (2,) three, (3,) and four, (4,) contain and are full, true, and correct statements and schedules of the property (real and personal) of the said railroad company, which are required to be returned to the auditor of public accounts, under provisions of section 48 of "An act for the assessment of property and for the levy and collection of taxes," approved March 30th, 1872.

F. D. TRACY, *Tax-Commissioner.*

Subscribed and sworn to before me this 29th day of June, 1874.

[SEAL.] *CHARLES H. FOSTER,
Notary Public.

*May be sworn to before a notary public, justice of the peace, or any officer to administer oaths.

AUDITOR'S OFFICE, ILLINOIS,
Springfield, March 1, 1875.

I, Charles E. Lippincott, auditor of public accounts of the State of Illinois, do hereby certify that the foregoing and annexed instrument is a true, full, and correct copy of annual statement, now on file in and forming a part of the records of this office.

In testimony whereof I hereunto subscribe my name, and affix the seal of my office, at Springfield, the day and year first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor Public Accounts.

(Indorsed:) No. 12. Return of the Alton & St. Louis Railroad Company, May 1st, 1874. Received July 1st, 1874. C. E. Lippincott, auditor p. a.

145 C.

[Auditor's form No. 12.]

ANNUAL RETURN OF THE JOLIET AND CHICAGO RAILROAD COMPANY TO THE AUDITOR OF PUBLIC ACCOUNTS, AS REQUIRED BY THE 48TH SECTION OF STATE REVENUE-LAW.

SCHEDULE No. 1.—*Showing the property denominated "railroad-track," belonging to or controlled by the Joliet and Chicago Railroad Company on the 1st day of May,* 1874, *as required of railroad companies, according to section* 48 *of "An act for the assessment of property and for the levy and collection of taxes," approved March* 30, 1872.

Embraced in the return of the Chicago & Alton Railroad Co.

SCHEDULE No. 2.

Showing the property denominated "rolling-stock," belonging to or controlled or operated by the Joliet and Chicago Railroad Company on

the 1st day of May, 1874, as required of railroad companies, according to section 48 of "An act for the assessment of property and for the levy and collection of taxes," approved March 30, 1872.

This company has no rolling-stock. Rolling-stock used on this road is included in returns made by the Chicago and Alton Railroad Co.

147 SCHEDULE No. 3.

Showing the number of ties in track per mile; the weight of iron or steel per yard used in main and side track; what joints or chairs are used in track; the kind of ballasting of road; quality of buildings or structures on railroad track; the length of time iron (or steel) in track has been used, and length of time the road has been built; all belonging to or controlled by the Joliet and Chicago Railroad Company, on the 1st day of May, 1874, and hereby scheduled and returned, as required of railroad companies by section 48 of "An act for the assessment of property and for the levy and collection of taxes," approved March 30th, 1872.

Included in Schedule No. 3, returned by the Chicago and Alton Railroad Co.

148 SCHEDULE No. 4.

Showing the amount of capital stock authorized, and the number of shares into which such capital stock is divided; the amount of capital stock paid up; the market value, or actual value of the shares of said stock; the total indebtedness, except for current expenses for operating the road, and the total listed valuation of all tangible property in this State belonging to or controlled by the Joliet and Chicago Railroad Company on the 1st day of May, 1874, as required of railroad companies, according to section 48 of "An act for the assessment of property and for the levy and collection of taxes," approved March 30th, 1874.

1st. The amount of capital stock authorized and the number of shares into which such capital is divided, with amount of each share:

Amount of capital stock	$1,500,000
No. of shares	15,000
Amount of each share	$100

Proportion of capital stock belonging in Illinois and elsewhere:

Amount of capital stock in Illinois, unknown.
" " " elsewhere, unknown.

2d. The amount of capital stock paid up:

Capital stock paid up	$1,500,000

Proportion paid up in Illinois, unknown.
Proportion paid up elsewhere, unknown.

The capital stock of the company and its bonded indebtedness are invested in the property leased to Chicago and Alton Railroad Company.

3d. The market value, or if no market value, then the actual value of the shares of stock:

Market value, none.
Unable to estimate actual value.

4th. Total amount of all indebtedness except for current expenses for operating the road:

Total indebtedness, including current expenses for operating the road	$349,000
Deduct indebtedness for current expense screated in operating the road	$
Total	$349,000

5th. The total listed valuation of all tangible property in this State: Listed by C. & A. R. Co., lessees.

149 STATE OF ILLINOIS, *Cook County, ss:*

F. D. Tracy, tax-commissioner, and Wm. M. Larrabee, secretary of the Joliet and Chicago Railroad Company, being duly sworn, depose and say, each for himself, that they are the above-entitled officers of the said railroad company, and that the foregoing schedules respectively numbered one (1), two (2), three (3), and four (4), contain and are full, true, and correct statements and schedules of the property (real and personal) of the said railroad company, which are required to be returned to the auditor of public accounts, under provisions of section 48 of "An act for the assessment of property, and for the levy and collection of taxes," approved March 30, 1872.

F. D. TRACY, *Tax-Commissioner.*
W. M. LARRABEE, *Secy.*

Subscribed and sworn to before me, this 29th day of June, 1874.
[SEAL.] *CHAS. H. FOSTER,
Notary Public.

*May be sworn to before a notary public, justice of the peace, or any officer to administer oaths.

AUDITOR'S OFFICE, ILLINOIS,
Springfield, March 1st, 1875.

I, Charles E. Lippincott, auditor of public accounts of the State of Illinois, do hereby certify that the foregoing and annexed instrument is a true, full, and correct copy of annual statement now on file in, and forming a part of the records of, this office.

In testimony whereof I hereunto subscribe my name, and affix the seal of my office, at Springfield, the day and year first above written.
[SEAL.] C. E. LIPPINCOTT,
Auditor Public Accounts.

150 D.

[Auditor's form No. 12.]

ANNUAL RETURN OF THE ST. LOUIS, JACKSONVILLE AND CHICAGO RAILROAD COMPANY TO THE AUDITOR OF PUBLIC ACCOUNTS, AS REQUIRED BY THE 48TH SECTION OF STATE REVENUE-LAW.

SCHEDULE NO. 1.—*Showing the property denominated "railroad-track," belonging to or controlled by the St. Louis, Jacksonville and Chicago Railroad Company on the 1st day of May,* 1874, *as required of railroad companies, according to section* 48 *of "An act for the assessment of property, and for the levy and collection of taxes," approved March* 30, 1872.

Embraced in the return of the Chicago and Alton Railroad Co., being listed by it as lessees.

SCHEDULE No. 2.

Showing the property denominated "rolling-stock," belonging to or

controlled or operated by the St. Louis, Jacksonville & Chicago Railroad Company on the 1st day of May, 1874, as required of railroad companies, according to section 48 of "An act for the assessment of property and for the levy and collection of taxes," approved March 30, 1872.

The rolling-stock used on this road is included in returns made by the Chicago and Alton R. R. The St. Louis, Jacksonville and Chicago Railroad Co. has no rolling-stock.

(Indorsed:) No. 12. Return of Joliet and Chicago Railroad Company. May 1st, 1874. Received July 1st, 1874. C. E. Lippincott, auditor p. a.

152 SCHEDULE No. 3.

Showing the number of ties in track per mile; the weight of iron or steel per yard used in main and side track; what joints or chairs are used in track; the kind of ballasting of road; quality of buildings or structures on railroad-track; the length of time iron (or steel) in track has been used, and length of time the road has been built; all belonging to or controlled by the St. Louis, Jacksonville and Chicago Railroad Company, on the 1st day of May, 1874, and hereby scheduled and returned, as required of railroad companies by section 48 of "An act for the assessment of property and for the levy and collection of taxes," approved March 30th, 1872.

Included in Schedule No. 3, returned by the Chicago and Alton Railroad Co. as lessees of the property.

153 SCHEDULE No. 4.

Showing the amount of capital stock authorized, and the number of shares into which such capital stock is divided; the amount of capital stock paid up; the market-value, or actual value of the shares of said stock; the total indebtedness, except for current expenses for operating the road, and the total listed valuation of all tangible property in this State, belonging to or controlled by the St. Louis, Jacksonville and Chicago Railroad Company on the 1st day of May, 1874, as required of railroad companies, according to section 48 of "An act for the assessment of property and for the levy and collection of taxes," approved March 30th, 1872.

1st. The amount of capital stock authorized and the number of shares into which such capital is divided; with amount of each share:

Amount of capital stock	$2,348,600
No. of shares	23,486
Amount of each share	$100

Proportion of capital stock belonging in Illinois and elsewhere:

Amount of capital stock in Illinois	$1,343,100
" " " elsewhere	$1,005,500
Total	$2,348,600

2d. The amount of capital stock paid up:

Capital stock paid up	$2,348,600
Proportion paid up in Illinois	$1,343,100
Proportion paid up elsewhere	$1,005,500
Total	$2,348,600

The capital stock of the company and its bonded indebtedness is invested in property leased to C. & A. Co.

3d. The market-value, or if no market-value, then the actual value of the shares of stock:

The stock has no market-value, and if the unconstitutional legislation of the State is sustained it has no value whatever.

4th. Total amount of all indebtedness except for current expenses for operating the road:

Total indebtedness, including current expenses for operating the road $2,725,000

154 STATE OF ILLINOIS, *Cook County, ss:*

George Strout, president, and Robert H. Nolton, secretary, of the St. Louis, Jacksonville & Chicago Railroad Company, being duly sworn, depose and say, each for himself, that they are the above-entitled officers of the said railroad company, and that the foregoing schedules, respectively numbered one, (1,) two, (2,) three, (3,) and four, (4,) contain and are full, true, and correct statements and schedules of the property (real and personal) of the said railroad company, which are required to be returned to the auditor of public accounts under provisions of section 48 of "An act for the assessment of property and for the levy and collection of taxes," approved March 30th, 1872.

GEO. STROUT, *Prest.*
ROBT. H. NOLTON, *Secy.*

Subscribed and sworn to before me this twenty-third day of June, 1874.

* CHAS. H. FOSTER,
Notary Public in and for Cook County.

* May be sworn to before a notary public, justice of the peace, or any officer to administer oaths.

AUDITOR'S OFFICE, ILLINOIS,
Springfield, March 1st, 1875.

I, Charles E. Lippincott, auditor of public accounts of the State of Illinois, do hereby certify that the foregoing and annexed instrument is a true, full, and correct copy of annual statement now on file in, and forming a part of the records of, this office.

In testimony whereof I hereunto subscribe my name and affix the seal of my office, at Springfield, the day and year first above written.

[SEAL.] C. E. LIPPINCOTT,
Auditor Public Accounts.

(Indorsed:) No. 12. Return of the St. Louis, Jacksonville & Chicago Railroad Company, May 1st, 1874. Received June 26th, 1874. C. E. Lippincott, auditor P. A.

155 In the circuit court of the United States for the northern district of Illinois

MORRIS K. JESSUP ET AL.
v.
CHICAGO & ALTON RAILROAD COMPANY AND Henry B. Miller and others, county electors.

The following are the schedules or Exhibits Nos. 1, 2, 3, 4, 5, 6, and 7, filed in the said cause as exhibits referred to in and filed with the bill of complaint.

[SEAL.] WM. H. BRADLEY, *Clk.*

Description.	Value as listed by railroad company.	Value as assessed by town or county assessors.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
COOK COUNTY.												
SCHEDULE B.												
Proportion of rolling-stock distributed to Cook Co	37,844 28			62,015			48 88	30 73	363 75	248 10	475 25	1,266 71
SCHEDULE C.												
Personal property other than rolling-stock	3,105	3,180	3,180	5,597	76		13 45	59	1 10	22 41	26 28	63 63
Proportionate share of capital stock distributed to Cook County				370,184			888 48	183 42	2,170 90	1,480 76	2,836 37	7,559 93
SCHEDULE D.												
The fraction south of canal of the northeast quarter of the northwest quarter of section 7, township 37 north, range 12 east, containing 31.20 acres	468	468	468	941	101		2 26		4 71	3 75	4 71	15 43
Total taxes on property above described	41,417 28			438,737			1,053 07	214 54	2,540 46	1,755 02	3,342 61	8,905 70
157 WILL COUNTY.												
SCHEDULE A.—*Railroad-track.*												
A strip of land extending on each side of the railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where said railroad-track crosses the north line of block 15, in the city of Joliet, and extending to the point where the track crosses the south line of block 39, in said city of Joliet, in leaving the same.												
(East Joliet:)												
Part south of right of way of C., R. I. & P., lots 3, 4, 5, & 6, in block 15	$2,500											
All that part which lies south of a line 16½ feet south from the center line of the Chicago & Rock Island R. R., of lots 7 & 8, blk. 15	500											
Und. ¼ of lots 1, 2, 3, 4, 5, 6, 7, & 8, block 16	1,850											

SCHEDULE No. 1.—Continued.

Description,	Value as listed by railroad company.	Value as assessed by town or county board.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
Canal trustees subdn. W. ½ sec. 15, T. 35, R. 10. Part of block 6, commencing at the N. E. corner of said block; thence south along west line 279 feet; thence northeastwardly 189 feet to a point 198 feet southeastwardly from northwest corner of said block; thence northwestwardly to place of beginning.	360											
Lots 1, 2, 3, 4, 5, 6, 9, 10, 11, & 12, in block 7	2,560											
All within 50 feet of center line of Chi. & Alton R. R., on either side thereof of block 18.	125											
do. block 19.	125											
do. block 20.	125											
do. block 39.	125											
All within 33 feet of center line of C. & A. R. R. on either side thereof of block 29.	100											
do. block 30.	25											
do. block 31.	100											
do. block 38.	100											
158 Canal trustees subdn. W. ½ sec. 15, T. 35, R. 10												
S. W. Bowen's subdn. of a part of lot 1, block 38												
4 feet off west end sublot 1, lot 1, blk. 38	$25											
13 " " " " " " 4 & 5 " "	50											
13 " " " " " " 7 " "	50											
18 " " " " " " 8 " "	50											
7 " " " " " " 2 & 3 " "	100											
13 " " " " " " 6 " "	50											
13 " " " " " " 9 " "	50											
33 feet through all that part block 38 that lies south of lot 9.	50											
16 feet wide adjoining right of way and parallel thereto, and on the east side thereof through block 39, from south line block 38, to center of Hickory Creek	100											
All within 53 feet on west side and 33 feet on east side of center line of C. & A. R. R., through block 8 & 9	300											
A strip on east side 1 rod wide, block 8 & 9	300											
Lots 24, 25, 30, & 31, block 8 & 9	200											
Part south of C., R. I. & P. R. R., excepts lots 1, 2, 3, & 4, block 25	175											
The above embraces all the property in the city of Joliet, denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of right of way	10,153											

Main track, 10,560 feet, listed at	10,560
Side or second tracks & turn-outs, 26,905 ft., listed at	26,905
159 Town of Joliet:	
A strip of land extending on each side of the railroad-track and embracing the same, together with all stations and improvements thereon, commencing at a point where said railroad-track crosses the southern boundary-line of section 15, in the town of Joliet, and extending to a point where the track crosses the southern boundary-line of said town in leaving the same.	
The above embraces all the property in the town of Joliet lying south of the corporate limits of the city of Joliet, and denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of—	
Right of way	1,090
Main track, listed at	16,597
Side or second tracks & turn-outs, listed at	2,200
A strip of land extending on each side of the railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where said railroad-track crosses the northern boundary-line of the town of Jackson in entering the same, and extending to the point where the track crosses the southern boundary-line of said town in leaving the same.	
Block 35 in Elwood	150
The above embraces all the property in town of Jackson, denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of right of way	2,774 75
Main track, 33,528 feet, listed at	33,528
Side or second tracks & turn-outs, 3,282 ft., listed at	3,282
160 A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at a point where said railroad-track crosses the northwestern boundary-line of the town of Florence in entering said town, and extending to the point where the track crosses the west boundary-line of section 6 in leaving the same.	
W. ½ sec. 6, T. 33, R. 10	$285
The above embraces all the property in the town of Florence denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of right of way	285
Main track, 4,970 feet, listed at	4,970
Side or second tracks & turn-outs, 681 ft., listed at	681
A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at a point where said railroad-track crosses the eastern boundary-line of the town of Wilmington, and extending to the point where the track crosses the southern boundary-line of said town in leaving the same.	
S. E. ¼ S. E. ¼ sec. 1, T. 33, R. 9	$43 25
E. ½ 12, " "	305 25
E. ½ 13, " "	312 75
E. ½ 24, " "	299 75
N. ½ 25, " "	175 75

SCHEDULE No. 1—Continued.

Description.	Value as listed by railroad company.	Value as assessed by town or county board.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
Station grounds 24 75												
Stewart's addn., 100 feet through block 9 450												
" 10 200												
" 16 200												
Lot 3, " 32 }												
4, " " } 150												
5, " " }												
161 A strip of land 50 feet on north side & 125 feet on south side of center line through block 30 ..... $450												
Lot 3, block 11 ..... }												
100 feet through lot 4, block 11.. } 500												
do 5, " .. }												
Lots 6 & 7 " .. }												
That part which lies within 50 feet of center line of R. R. of lots 2, 3, & 4, block 8 600												
100 feet through land lying between block 8 and eastern bank of Kankakee River 25												
S. E. ¼ sec. 26, T. 33, R. 9 ..... 179 25												
35, " " 228 75												
S. E. ¼ 34, " " 203 75												
The above embraces all the property in the town of Wilmington denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of—												
Right of way	4,647 75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Main track, 32,077 feet, listed at	32,077	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Side or second track & turn-outs listed at	4,155	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where said railroad-track crosses the northern boundary line of the town of Reed, and extending to the point where the track crosses the western boundary-line of said town in leaving the same:												
sec. 3, T. 32, R. 9 ..... 231 75												
S. E. ¼ 4, " " 203 75												
9, " " 232 50												
S. E. ¼ 8, " " 201 50												
A part of the S. E. ¼ 8, " " bounded as follows: Commencing at a point on the northwest side of the land of												
162 the C. & A. R. Co 684 feet in a southwestern direction												

from the point where the northwest line of said railroad company's lands crosses the east line of said quarter-section, and running thence south 84½ feet west, 1,419 feet to a stake on the east line of the right of way of the R. R. of the Chicago & Wilmington Coal Comp'y, opposite to a point in the center of said road 100 feet northwest of the head of the switch at the west end of the Y; then in an easterly direction in a curve along the north side of the right of way of the said Chi. & Wilmington Coal Co.'s R. R. and the land of the said Chi. & Alton R. R. Co. to the place of beginning	75												
A strip of land 25 feet in width, commencing at a point on the railroad-track belonging to the Chi. & Wilmington Coal Comp'y, on the S. E. ¼ of section 8, town. 32, R. 9 E., where a branch railroad from said coal company's railroad leaves the same, and known as the southern branch of the "Y," and extending along said southern branch until it intersects the lands of said Chicago & Alton Railroad Co. near their track (the center of the track of said southern branch being the center of said strip of land) on the said S. E. ¼ of section 8	$75												
John H. Daniel's subd'n, S. E. ¼ sec. 8, T. 32, R. 9, block 11	75												
Sec. 17, T. 32, R. 9	218 25												
N. W. ¼ " " "	143 25												
S. E. ¼ 18, " "	210 25												
19, " "	220 50												
The above embraces all the property in the town of Reed denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of—													
Right of way		2,186 75											
Main track, 26,472 feet, listed at		26,472											
Side or second tracks & turn-outs, 5,919 ft., listed at		5,919											
163 Total valuations on right of way, main track, side or second tracks & turn-outs in county—													
Right of way listed at		25,746 55			59,299								
Main track listed at		174,211			137,014								
Side & second tracks & turn-outs listed at		47,486			33,564			551 69	190 17	1,487 75	459 75	1,127 09	$3,816 45
The assessor of the town of Lockport entered in his assessment-book the following lots embraced in property above described as "railroad-track," with the following valuations:													
Extra ground in N. E. ¼ sec. 11, T. 36, R. 10, (5 acres)			125	125	136	9		33		68	27	54	1 82
Runyan's addition to Lockport:													
All east of a line 15 feet west of center line of R. R. across lots 5, 7, & 8, in block 9			30	30	33	9		08		10	07	13	38
Archer's addition to Lockport:													
All east of a line 15 feet west of center line across lots 1, 2, 3, & 4, in block 9			30	30	33	9		08		10	07	13	38
Village of Lockport:													
West ½ lot 1, block 104													
" 2, "													
" 3, 4, & 5, " and			1,800	1,800	1,962	9		4 71	3 92	19 62	3 92	7 66	39 83
" " 114													

SCHEDULE No. 1—Continued.

Description.	Value as listed by railroad company.	Value as assessed by town or county board.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
All east of a line 8 feet west of west rail of Joliet and Chicago Railroad across lots 4 & 5, in block 115	.....	30	30	33	9	.....	08	07	33	07	13	68
South Lockport:												
Right of way 30 feet wide across all west of a line 15 feet east of center line of Joliet and Chi. Railroad across lots 2, 3, 6, 7, & 10, block 12	.....	200	200	218	9	.....	52	.....	1 96	44	85	3 77
Same across lots 2, 3, 6, 7, & 10, " 15	.....	200	200	218	9	.....	52	.....	1 96	44	85	3 77
Same across " 2, 3, 6, 7, & 10, " 25	.....	150	150	164	9	.....	39	.....	1 48	33	64	2 84
Wright's addition to Lockport:												
All that portion of the following described lots that lies west of a line 15 feet east of the center line of J. & C. R. R., lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, & 25	.....	100	100	109	9	.....	26	.....	98	23	42	1 88
	247,443 55	.....	.....	232,783	.....	.....	558 66	194 16	1,514 96	465 58	1,138 44	3,871 80
164				232,783	.....	.....	558 66	194 16	1,514 96	465 58	1,138 44	3,871 80
All that portion of the N. E. ¼ sec. 27, T. 36, R. 10 east of canal, that lies west of a line 15 feet east of the center line of the J. & C. R. R., that is not included in Wright's addition to Lockport	.....	55	55	60	9	.....	14	.....	54	12	23	1 03
The assessor of the town of Joliet entered in his assessment-book the following lots and lands embraced in property above described as railroad-track, with the following valuations:												
All that part of last part that lies east of line 25 feet west of center line of J. & C. R. R. through lot 5, in block 14	.....	100	96	105	9	.....	25	.....	.....	21	21	67
Part south of right of way of C., R. I. & P. R. R. through lots 3, 4, 5, & 6, in block 15	.....	10,500	10,080	10,987	9	.....	26 37	.....	.....	21 97	21 97	70 31
All that part which lies south of a line 16½ feet south from the center line of the C., R. I. & P. R. R. of lots 7 & 8, block 15	.....	3,900	3,744	4,081	9	.....	9 80	.....	.....	8 16	8 16	26 12
Lots 1, 2, 3, & 4, and ¼ of lot 5, whole of lots 6, 7, & 8, in block 16	.....	10,700	10,272	11,196	9	.....	26 87	.....	.....	22 39	22 39	71 65
Canal trustees' subd'n, W. ½, sec. 15, T. 35, R. 10 E.:												
Part of block 6, commencing at northeast corner of said block, thence south along west line 279 feet; thence northeastwardly 189 feet to a point 198 feet southwest from N. W. corner of said block; thence northwestwardly to place of beginning	.....	1,500	1,440	1,570	9	.....	3 77	.....	.....	3 14	3 14	10 05
Lots 1, 2, 3, 4, 5, 6, 9, 10, 11, & 12, in block 7	.....	17,000	16,320	17,789	9	.....	42 69	.....	.....	35 58	35 58	113 85
All within 50 feet of center line of Chicago & Alton R. R., on either side thereof, of block 18	.....	400	384	419	9	.....	1 01	.....	.....	84	84	2 69

All within 50 feet of center line of Chicago & Alton R. R., on either side thereof, of block 19	.....	400	384	419	9	....	1 01	.....	.....	84	84	2 69
Same through " 20	.....	400	384	419	9	....	1 01	.....	.....	84	84	2 69
Same through " 39	.....	400	384	419	9	....	1 01	.....	.....	84	84	2 69
All within 33 feet of center line, on either side thereof, through block 29	.....	400	384	419	9	....	1 01	.....	.....	84	84	2 69
Same through " 30	.....	200	192	209	8	....	50	.....	.....	42	42	1 34
Same through " 31	.....	200	192	209	9	....	50	.....	.....	42	42	1 34
Same through " 38	.....	300	288	314	9	....	75	.....	.....	63	63	2 01
	247,443 55	.....	.....	281,398	.....	.....	675 35	194 16	1,515 50	562 82	1,235 79	4,183 62
				281,398	.....	.....	675 35	194 16	1,515 50	562 82	1,235 79	4,183 62
165 S. W. Bowen's subd'n of part of lot 1, block 38:												
4 feet from W. end of sublot 1	.....	30	29	32	9	....	08	.....	.....	06	06	20
7 " " " " " " 2 & 3	.....	60	58	63	9	....	15	.....	.....	13	13	41
13 " " " " " " 4 & 5	.....	60	58	63	9	....	15	.....	.....	13	13	41
13 " " " " " " 6	.....	60	58	63	9	....	15	.....	.....	13	13	41
13 " " " " " " 7	.....	120	115	125	9	....	30	.....	.....	25	25	80
18 " " " " " " 8	.....	60	58	63	9	....	15	.....	.....	13	13	41
13 " " " " " " 9	.....	60	58	63	9	....	15	.....	.....	13	13	41
33 feet on all that portion block 38 that lies south of lot 9	.....	60	58	63	9	....	15	.....	.....	13	13	41
16 feet wide adjoining right of way and parallel thereto on the east side thereof, through block 39, from south line of block 38 to center of Hickory Creek	.....	120	115	125	9	....	30	.....	.....	25	25	80
All within 33 feet on west side and 33 feet on east side of center line of C. & A. R. R. through blocks 8 & 9	.....	800	768	837	9	....	2 01	.....	.....	1 67	1 67	5 35
A strip on east side 1 rod wide through blocks 8 & 9	.....	800	768	837	7	....	2 01	.....	.....	1 67	1 67	5 35
Lots 24, 25, 30, & 31 in blocks 8 & 9	.....	700	672	732	9	....	1 76	.....	.....	1 46	1 46	4 68
Part south of C., R. I. & P. R. R. ex., lots 1, 2, 3, & 4 of block 25 Bowen's addition to Joliet:	.....	800	768	837	9	....	2 01	.....	.....	1 67	1 67	5 35
So much of Michigan st. lying east of blocks 12 & 13, East Joliet, 4 rods wide by 32 rods long, (see laws 1849 & 1851, p. 277, for vacating of same)	.....	1,000	960	1,046	9	....	2 51	.....	.....	2 09	2 09	6 69
The assessor of the town of Jackson entered in his assessment-book the following block in said town, embraced in the property above described railroad-track, with the following valuation: Block 35 in village of Elwood	.....	350	336	366	9	....	88	(Village) 2 75	3 66	73	1 18	9 20
The assessor of the town of Wilmington entered in his assessment-book the following lands and lots *in his assessment-book the following lands and lots*, embraced in the property above described as railroad-track, with the following valuation:												
	247,443 55	.....	.....	286,713	.....	.....	688 11	196 91	1,519 16	573 45	1,246 87	4,224 50
166 Am't forward	247,443 55	.....	.....	286,713	.....	.....	688 11	196 91	1,519 16	573 45	1,246 87	4,224 50
Stewart's addition to Wilmington:												
100 feet through block 9	.....	500	500	545	9	....	1 31	4 90	6 10	1 09	66	14 06
" " 10	.....	200	200	218	9	....	52	1 96	2 44	44	26	5 62
" " 16	.....	450	450	491	9	....	1 18	4 42	5 50	98	59	12 67
Lots 3, 4, & 5, " 32	.....	400	400	436	9	....	1 05	3 92	4 88	87	52	11 24

SCHEDULE No. 1—Continued.

Description.	Value as listed by railroad company.	Value as assessed by town or county board.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
A strip of land 50 feet on north side & 125 feet on south side of center line through block 30	.....	2,300	2,300	2,507	9	.....	6 02	22 56	28 08	5 01	3 01	64 68
Lot 3, 100 feet through lots 4 & 5 & lots 6 & 7, bl'k 11	.....	700	700	763	9	.....	1 83	6 87	8 55	1 53	92	19 70
That part which lies within 50 feet of center line of R. R. of lots 2, 3, & 4, in block 8	.....	600	600	654	9	.....	1 57	5 89	7 33	1 31	79	16 89
The assessor of the town of Reed entered in his assessment-book the following lands, embraced in the property above described as railroad-track, with the following valuations:												
Part of S. E. ¼ sec. 8, T. 32, R. 9	.....	114	114	124	9	.....	30	93	2 79	25	15	4 42
John H. Daniels' subd'n, S. E. ¼, sec. 8, T. 32, R. 9, block 11	.....	900	900	981	9	.....	2 36	7 36	22 07	1 96	1 18	34 93
SCHEDULE B.												
Proportion of rolling-stock	47,036 97	.....	.....	77,079	.. ..	.....	184 98	56 93	516 13	154 17	297 05	1,209 25
SCHEDULE C.												
Personal property other than rolling-stock	1,150	1,395	1,395	2,570	9	.....	6 16	3 79	5 06	5 13	4 91	25 05
Proportionate value of capital stock	.....	.....	.....	460,105	.....	.....	1,104 45	339 81	3,082 88	920 20	1,773 27	7,220 59
Total valuation on property above described	295,630 52	.....	.....	833,186	.....	.....	1,999 84	656 25	5,210 94	1,666 39	3,330 18	12,863 60

167 SCHEDULE No. 1.—*Property leased of Chicago and Alton Railroad Company.*

GRUNDY COUNTY.

SCHEDULE A.—*Railroad-track.*

A strip of land extending on each side of said railroad-track and embracing the same, together with all the stations and improvements thereon, commencing at the point where said railroad-track crosses the eastern boundary-line of Braceville Township in entering said county, and extending to the point where the track crosses the southern boundary-line of Goodfarm Township in leaving the same, containing 141.16 acres, as follows, to wit:

The above embraces all the property in Grundy County denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of—													
Right of way	2,241 60			20,219									
Main track, 59,399 ft, listed at	59,399			46,716			168 90		361 53	204 08	213 95	948 46	
Side or second tracks & turn-outs, 4,865 ft., listed at	4,865			3,439									
SCHEDULE B.													
Proportion of rolling-stock distributed to Grundy Co	16,037 73			26,281			63 08		134 92	76 22	79 90	354 12	
SCHEDULE C.													
Personal property other than rolling-stock	50	50	50	46		8	11		35	14	14	74	
Proportionate value of capital stock distributed to Grundy County				156,878			376 51		805 97	454 95	476 96	2,114 39	
Total taxes on property above described	82,593 33			253,579			608 60		1,302 77	735 39	770 95	$3,417 71	

LIVINGSTON COUNTY.

SCHEDULE A.—*Railroad-track.*

A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where said railroad-track crosses the northern boundary-line of the town of Dwight in entering the same, and extending to the point where the track crosses the southern boundary-line of Pike Township in leaving the same:

Western division.

SCHEDULE A.

Also a strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where said railroad-track crosses the south line of Block 11, in the village of Dwight, and extending to the point where the track crosses the western boundary-line of Reading Township in leaving the same.

The above embraces all the property in Livingston County denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of—													
Right of way and improvements	13,202 80			319,330			766 26	380 17	1,836 78	798 43	2,264 73	6,046 37	
Main track listed at	246,908												
Side, & second tracks & turn-outs, listed at	15,811												

SCHEDULE No. 1—Continued.

Description.	Value as listed by railroad company.	Value as assessed by town or county assessor.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
SCHEDULE B.												
Proportion of rolling-stock distributed to Livingston County	72,824 40	.....	.....	121,381	.....	....	290 69	133 64	697 81	302 93	845 10	2,270 17
SCHEDULE C.												
Personal property other than rolling-stock	250 00	245	245	203	.....	15	50	75	1 25	50	1 63	4 63
Proportionate share of capital stock distributed to Livingston County	.....	.....	.....	715,600	.....	....	1,708 16	788 55	3,962 34	1,784 33	5,036 23	13,279 55
Total tax on property above described	348,996 20	.....	.....	1,156,519	....	....	2,765 55	1,303 11	6,498 18	2,886 19	8,147 69	21,600 72
169 MCLEAN COUNTY.												
SCHEDULE A.—*Railroad-track.*												
A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad-track crosses the northern boundary-line of Chenoa Township in entering the same and extending to the point where the track crosses the southern boundary-line of said township in leaving the same.												
Right of way	1,808 85	.....	.....	.....	....	....	.....	.....	.....	.....	.....	.....
Main track, 35,386 feet, listed at	35,386	.....	.....	.....	....	....	.....	.....	.....	.....	.....	.....
Side, second track or turn-out, 3,480 ft., listed at	3,480	.....	.....	.....	....	....	.....	.....	.....	.....	.....	.....
SCHEDULE A.—*Railroad-track.*												
A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements theron, commencing at the point where the railroad-track crosses the northern boundary-line of Lexington Township in entering the same and extending to the point where the track crosses the western boundary-line of said township in leaving the same.												
Right of way	1,090	.....	.....	.....	....	....	.....	.....	.....	.....	.....	.....
Main track, 19,045 feet, listed at	19,045	.....	.....	.....	....	....	.....	.....	.....	.....	.....	.....
Side, second, or turn-out, 3,330 ft., listed at	3,330	.....	.....	.....	....	....	.....	.....	.....	.....	.....	.....

SCHEDULE A.—*Railroad-track.*

A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad-track crosses the eastern boundary-line of Honey Creek Township in entering the same and extending to the point where the railroad-track crosses the southern boundary-line of said township in leaving the same.

170	Right of way		916 80
	Main track, 26,642 feet, listed at	26,642	
	Side, second track, or turn-out		

SCHEDULE A.—*Railroad-track.*

A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad-track crosses the northern boundary-line of said township in entering the same and extending to the point where the track crosses the eastern boundary-line of said township in leaving the same.

N. W. ¼ N. W. ¼ sec. 4, T. 24, R. 3			45 75
	5, " "		252
Towanda station-grounds, S. W. ¼,	" "		34 35
Original town of Towanda, lot 1, block 8			50
	lots 17 & 18, " 6		100
So much as lies west of Rr. of	" 7		25
All of block 5 lying south and east of a line running parallel with and at a distance of 50 feet from the west line of said company's ground			25
	Sec. 7, T. 24, R. 3		252 60
The above embraces all the property in Towanda Township denominated by the State revenue law "railroad-track," which was listed at the aggregate value of right of way			1,184 70
Main track, 15,990 feet, listed at		15,990	
Side, second, or turn-out track, 3,000 ft., listed at		3,000	

171 SCHEDULE A.—*Railroad-track.*

A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad-track crosses the eastern boundary-line of Normal Township in entering the same, and extending to the point where the track crosses the south line of Division street, in the city of Bloomington, in entering the same.

	Sec. 13, T. 24, R. 2		$242 70
S. E. ¼ S. E. ¼	14 " "		37 95
	23 " "		196 65
	22 " "		88 05

SCHEDULE No. 1—Continued.

Description.		Value as listed by railroad company.	Value as assessed by town or county board.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
Part of the E. ½ S. E. ¼ sec. 22, bounded as follows: Beginning at S. W. corner of said tract; thence going east on the section line 308 3-10 feet; thence northwesterly, at right angles to C. & A. R. R., 485 5-10 feet to the west line of said tract; thence south on said west line 373 feet to place of beginning, containing 1.41 acres	21 15												
A piece of land beginning on the north line of section 27, at the intersection of said line with the east line of right of way of C. & A. R. R., running from thence southwesterly along said R R. 562 feet; thence southeasterly at right angles to said R. R., 544½ feet; thence northeasterly, parallel to said R. R., 1,200 feet; thence northwesterly, at right angles to said R. R., 13 feet to section-line; thence west on said section-line 830 4-10 feet to the place of beginning, containing 11.11 acres.													
11.11 acres, sec. 27, T. 27, R. 2	166 65												
" " "	153												
A strip of land adjoining the right of way of the C. & A. R. R. Co., on the westerly side thereof, in the town of Normal, lying between Ash street and Linden street, and bounded on the east by the right of way of said R. R. Co., and on the west by a line drawn parallel to and 50 feet distant at right angles from said right of way, to be used as a freight-depot	$100												
Lot number 30, in the 12th addition to the town of Normal, except so much thereof as lies north of a line running at right angles to the C. & A. R. R., and crossing the east line of said lot 373 feet north of the section-line, being 658 feet along the line of the C. & A. R. R., containing 2.48 acres	$200												
S. ½ sec. 28, T. 24, R. 2	140 25												
A tract of land commencing at a point on the north line of Division street where said north line intersects the west line of the right of way of the C. & A. R. R.; thence west along the north line of Division st. 150 feet; thence northeasterly, parallel with the right of way of the said company 500 feet; thence east, parallel to north line of Divis-													

tion street 150 feet, to the west line of the said right of way; thence southwesterly, along the west line of the said right of way to the place of beginning $1,000
W. ½ sec. 33, T. 24, R. 2 ..... 159 30
The above embraces all the property in the Normal Township, exclusive of the city of Bloomington, denominated by the State revenue-law "railroad-track," which was listed at *at* the aggregate value of—
Right of way 6,055 70
Main track, 29,568 feet, listed at 29,568

173 SCHEDULE A.—*Railroad-track.*

A strip of land extending on each side of the railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad-track crosses the south line of Division street in entering the city of Bloomington, and extending to the point where the track crosses the township-line, between the townships of Normal and Bloomington, in said city.
Block 2, in the Chicago & Alton R. R. Company's survey of their grounds in the city of Bloomington $60,000
The right of way for railroad-track, as follows: Commencing at the northeast corner of lot 1, subd'n of block 16, in the Hawk-eye addition to the city of Bloomington; thence west along the south side of Division street 20 feet; thence in a southerly direction until it strikes the west line of the present right of way of the Chicago and Alton Railroad at a point 100 feet from the place of beginning; thence northeasterly along the west line of the right of way of the Chicago and Alton Railroad Co. to the place of beginning $300
Major Groves' addition, N. ½ lot 13 50
The above embraces all the property in the city of Bloomington embraced in Normal Township, denominated by State revenue-law "railroad-track," which was listed at the aggregate value of—
Right of way 60,350
Main track, 1,242 feet listed, at 1,242
Side, second track, or turn-out, 25,100 ft., listed at 25,100

174 SCHEDULE A.—*Railroad-track.*

A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where the track crosses the township-line between the townships of Normal and Bloomington, in the city of Bloomington, and extending to the point where the track crosses the S. W. corner of the S. E. ¼ of section 5, T. 23, R. 2 E., in leaving the same.
Block 1 in the Chicago and Alton Railroad Company's survey of their grounds in the city of Bloomington $40,000

SCHEDULE No. 1—Continued.

Description.	Value as listed by railroad company.	Value as assessed by town or county board.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
The above embraces all the property in the city of Bloomington embraced in Bloomington Township denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of—												
Right of way	40,000											
Main track, 7,303 feet, listed at	7,303											
Side, second track, or turn-out, 21,101 ft., listed at	21,101											
SCHEDULE A.—*Railroad track.*												
A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad-track crosses the quarter-section line between the S. E. ¼ and the S. W. ¼ of sec. 5 at the S. W. cor. of the S. E. ¼ of said section in leaving the city of Bloomington and extending to the point where the track crosses the eastern boundary-line of said township in leaving the same.												
S. E. corner of S. W. ¼, sec. 5, T. 23, R. 2	29.25											
W. ½ 8 " "	200.40											
W½, N. W. ¼ 17 " "	12											
E. ½ 18 " "	199.65											
175 Sec. 19, T. 23, R. 2	201											
N. W. ¼ N. W. ¼ 30 " "	26.55											
The above embraces all the property in Bloomington Township exclusive of the city of Bloomington denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of—												
Right of way	658 85											
Main track 19,290 feet, listed at	19,290											
Side, second track, or turn-out												
SCHEDULE A.—*Railroad track.*												
A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where said railroad-track crosses the eastern boundary-line of Dale Township in entering the same												

and extending to the point where the track crosses the southern boundary-line of said township in leaving the same.

Sec. 25, town. 23, R. 1 ..... 224.10
N. W. ¼ N. W. ¼ 36 " " 96.30
Station 35 " " 184.20
Shirley stock-yards, lots 1, 2, & 3, bl'k 2 100

The above embraces all the property in Dale Township denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of—

Right of way	904 90											
Main track 14,670 feet, listed at	14,670											
Side, second track, or turn-out 2,257 ft. listed at	2,257											

176 SCHEDULE A.—*Railroad-track.*

A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad-track crosses the northern boundary-line of Funk's Grove Township in entering the same and extending to the point where the track crosses the western boundary-line of said township in leaving the same.

The above embraces all the property in Funk's Grove Township denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of—

Right of way	1,480 35											
Main track 32,120 feet, listed at	32,120											
Side, second track, or turn-out, 1,296 feet, listed at	1,296											

SCHEDULE A.—*Railroad-track.*

A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where the track crosses the eastern boundary-line of Mount Hope Township in entering the same and extending to the point where the track crosses the southern boundary-line of said township in leaving the same.

The above embraces all the property in Mount Hope Township denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of—

Right of way	1,134 45											
Main track 24,250 feet, listed at	24,250											
Side, second track, or turn-out 3,496 ft., listed at	3,496											

177 Total valuation of property denominated by the State revenue-law "railroad-track," in McLean County, belonging to the Chicago & Alton R. R. Co., and including the St. Louis, Jacksonville & Chi. R. R. Co., as follows:

Right of way & improvements listed at	119,526			102,127								
Main track listed at	288,484			235,971			922 33	544 11	2,381 29	1,806 24	1,284 53	6,938 50
Side, second track, or turn-out listed at	64,913			46,209								

The assessor of the town of Towanda entered in his assessment-book the following lots and lands embraced in the property above described as "railroad-track," with the following valuations:

SCHEDULE No. 1—Continued.

	Description.	Value as listed by railroad company.	Value as assessed by town or county board.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	School tax.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
	Original town of Towanda:												
	Lot 1, block 8	.....	50	50	134	.....	11	.....	.....	.....	.....	.....	.....
	Lots 17 & 18, 6	.....	100	100		.....	11	.....	.....	.....	.....	.....	.....
	The assessor of the township of Normal entered in his assessment-book the following lots and lands embraced in the property above described as "railroad-track," with the following valuations:												
	Village of Normal:												
	Lot No. 30, in the 12th addition to the town of Normal, except so much thereof as lies north of a line running at right angles to the C. & A. R. R., and crossing the east line of said lot 373 ft. north of the section-line, being 638 feet along the line of the C. & A. R. R.	.....	3,000	3,000	2,670	.....	11	.....	.....	.....	.....	.....	.....
	A tract of land commencing at a point on the north line of Division street where said north line intersects the west line of the right of way of the C. & A. R. R.; thence west along the north line of Division street 150 feet, thence n'easterly parallel with the right of way of the said co. 500 feet; thence east parallel to north line of Division st. 150 feet to the west line of the said right of way; thence southwesterly along the west line of the said right of way to the place of beginning	.....	2,500	2,500	2,225	.....	11	.....	.....	.....	.....	.....	.....
178	Part E. ½ S. E. ¼, sec. 22, bounded as follows: Beginning at S. W. corner of said tract; going thence east on the section-line 308 3-10 feet; thence northwesterly at right angles to C. & A. R. 485 5-10 feet to the west line of said tract; thence south on said west line 373 to place of beginning, containing 1 41-100 acres	.....	1,800	1,800	1,602	.....	11	.....	.....	.....	.....	.....	.....
	Block 2 in the Chicago & Alton Railroad Co.'s survey of their grounds in the city of Bloomington	.....	180,000	180,000	160,200	.....	11	.....	.....	.....	.....	.....	.....
	A piece of land beginning on the north line of section 27 at the intersection of said line with the east line of right of way of C. & A. R. R., running from thence southwesterly along said railroad 562 feet; thence southeasterly at right angles to said R. R. 544½ feet; thence northeasterly parallel to said R. R. 1,200 feet; thence northwesterly at right angles to said R. R. 13 feet to section-line; thence west on said section-line 830 4-10 feet to the place of beginning, containing 11 11-100 acres	.....	8,000	8,000	7,120	.....	11	.....	.....	.....	.....	.....	.....
	The right of way for railroad-track, as follows: Commencing at the northeast corner of lot 1, subdivision of block 16, in Hawkeye addition to the city of Bloomington; thence west along the south side of Division st. 20 feet; thence in a southerly direction until it												

strikes the west line of the present right of way of the C. & A. R. R. at a point 100 feet from the place of beginning; thence northeasterly along the west line of the right of way of the C. & A. R. Co. to place of beginning	.....	300	300	267	.....	11	.....	.....	.....	.....	.....	.....
Major's Grove addition, N. ½, lot 13	.....	100	100	89	.....	11	.....	.....	.....	.....	.....	.....
179 The assessor of Bloomington Township entered on his assessment book the following lots & lands in said town embraced in the property above described as railroad-track, with the following valuations:												
City of Bloomington:												
Block 1 in the Chicago & Alton Railroad Co.'s survey of their grounds in the city of Bloomington	.....	120, 000	120, 000	106, 800	.....	11	.....	.....	.....	.....	.....	.....
Lot 7, part of N. ½ sec 5, 23, 2, 1 78-100 acres	.....	300	300	267	.....	11	.....	.....	.....	.....	.....	.....
The assessor of Dale Township entered on his assessment-book the following lots in said town embraced in the property above described as railroad-track, with the following valuations:												
Village of Shirley:												
Lots 1, 2, & 3, in block 2	.....	100	100	89	.....	11	.....	.....	.....	.....	.....	.....
Total assessed twice	.....	.....	.....	.....	.....	.....	675 94	2, 290 26	2, 380 96	1, 323 71	1, 027 80	7, 698 67
SCHEDULE B.												
Proportion of rolling-stock distributed to McLean Co	82, 141 83	.....	.....	132, 748	.....	.....	318 60	100 66	762 84	623 92	489 62	2, 295 64
SCHEDULE C.												
Personal property other than rolling-stock	20, 300	300, 525	300, 525	264, 462	.....	12	634 71	2, 246 37	2, 303 66	1, 242 97	1, 167 30	7, 595 01
Proportionate share of capital stock distributed to McLean Co	.....	.....	.....	792, 409	.....	.....	1, 901 78	600 90	4, 553 70	3, 724 32	2, 427 42	13, 208 12
SCHEDULE D.												
Part of the N. W. ¼ of sect. 5, T. 23, R. 2, described as follows, with a variation of 7½ degrees east on the bearings, to wit: Beginning 17 chains & 30 links north, & 6 chains & 13 links east of the quarter-section corner between sections 5 and 6, in township & range aforesaid, at a post in the middle of the State road leading from Bloomington to Peoria; thence north 12½ degrees east 4 chains & 47 links to a post; thence south 77½ degrees east parallel to said road 4 chains & 47 links to a post; thence south 12½ degrees west 4 chains & 47 links to a post in said road; thence north 77½ degrees west 4 chains & 47 links to place of beginning, containing 2 acres	.....	*200	*200	*178	.....	.....	.....	.....	.....	.....	.....	.....
Total taxes on property above described	.....	.....	.....	.....	.....	.....	3, 531 03	5, 238 19	10, 001 16	6, 914 92	5, 112 14	$30, 797 44

* Included in total taxes given for lots & lands above described.

Description.	Value as listed by railroad company.	Value as assessed by town or county assessors.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
LOGAN COUNTY.												
SCHEDULE A.—*Railroad-track.*												
A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where said railroad-track crosses the northern boundary-line of Atlanta Township in entering said county, and extending to the point where the track crosses the southern boundary-line of Hurlbut Township in leaving the same. The above embraces all the property in Logan County denominated by the State revenue-law "railroad-track," which, including the property of the St. Louis, Jacksonville & Chicago Railroad Company in said county, denominated by the State revenue-law "railroad track, was listed at the aggregate value of—												
Right of way	9,521 30	.....	.....	51,343	.....	.....	122 98	103 39	231 17	102 48	497 27	1,057 29
Main track listed at	149,423	.....	.....	118,629	.....	.....	284 47	239 16	534 72	237 06	1,150 29	2,445 68
Side & second tracks & turn-outs listed at	17,511	.....	.....	12,377	.....	.....	30 19	25 39	56 76	25 16	122 10	259 62
SCHEDULE B.												
Proportion of rolling-stock distributed to Logan Co	40,725	.....	.....	66,736	.....	.....	160 17	134 60	299 24	133 47	647 48	1,374 96
SCHEDULE C.												
Personal property other than rolling-stock	275	275	275	212	.....	23	61	4 28	47	51	2 85	8 72
Proportionate value of capital stock	.....	.....	.....	398,367	.....	.....	956 08	803 67	1,786 59	796 73	3,866 04	8,209 11
Total taxes on property above described	217,455 30	.....	.....	647,664	.....	.....	1,554 50	1,310 49	2,908 95	1,295 41	6,286 03	13,355 38
181 **SANGAMON COUNTY.**												
SCHEDULE A.—*Railroad-track.*												
A strip of land extending on each side of said railroad track and embracing the same, together with all stations and improvements hereon, commencing at the point where said railroad-track crosses the northern boundary-line of Williams Township in entering the												

same, and extending to the point where the track crosses the western boundary-line of said township in leaving the same:

Right of way listed at $2,112.00; improvements, $250	2,362 00
Main track listed at	34,735 00
Side & second tracks & turn-outs listed at	1,156 00

SCHEDULE A.—*Railroad-track.*

A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad track crosses the eastern boundary-line of Fancy Creek Township in entering the same, and extending to the point where the track crosses the southern boundary-line of said township in leaving the same.

Lots 3, 4, & 5, in block 6, village of Sherman.

The above embraces all the property in Fancy Creek Township denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of—

Right of way, $700.25; improvements, $300	1,000 25
Main track listed at	10,010
Side & second tracks & turn-outs	1,252

182 SCHEDULE A.—*Railroad-track.*

A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where said railroad-track crosses the northern boundary-line of Springfield Township in entering the same, and extending to the point where the track crosses the north line of section 27, town 16, range 5, in entering the city of Springfield.

Right of way listed at $1,294.50	1,294 50
Main track listed at	24,220
Side & second tracks & turn outs listed at	None

SCHEDULE A.—*Railroad-track.*

A stripof land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where said railroad-track crosses the north line of the N. W. ¼ of section 27 in entering the city of Springfield, and extending to the point where the track crosses the north line of South Grand avenue in leaving said city of Springfield, described as follows:

A strip of land extending from north line of Union street to the city limits north, being from 40 to 100 feet in width, with railroad-track in center, $400.

A strip of land beginning at the N. W. cor. of the S. W. ¼ of section 27, town 16 N., R. 5 west of 3d p. m.; thence east 15 chains and 62 links, to a post; thence south 2 degrees west 6 chains, to a post; thence west 15 chains and 62 links, to a post; thence north, to the place of beginning, containing 9.37 acres, being so much of the above-described tract of land as lies due north of and in a line with Third street, in the city of Springfield, $500.

SCHEDULE No. 1—Continued.

Description.	Value as listed by railroad company.	Value as assessed by town or county assessor.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
183 Darling & Taylor's addition, lots 5 & 6, block 6 ..... $600												
Do " 1 & 2, " 5 250												
Lots 42 in assessor's sub., sec's 27 & 28, T. 16 N., R. 5 W.... 100												
Lot 47 " " " " " " " " 800												
Eno's west addition No. 1:												
Lots 32, 33, 34, 35, 36, & 37 1,000												
" 29, 30, & 31 1,000												
" 25, 26, 27, & 28 800												
" 22, 23, & 24 1,000												
West 70 feet, lot 2, block 9 1,000												
Lot 3, block 9 4,000												
" " 2,000												
West 70 feet, lot 5, " " 2,000												
A strip of land 25 feet in wi'th, with railroad-track in center, extending from Jackson street to the north line of Allen's addition 400												
The above embraces all the property in the city of Springfield, denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of—												
Right of way listed at	16,850	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Main track listed at	10,922	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Side & second tracks & turn-outs listed at.....	9,200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
184 SCHEDULE A.—*Railroad-track.*												
A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad-track crosses the northern boundary-line of Woodside Township in entering the same, and extending to the point where the track crosses the southern boundary-line of said township in leaving the same.												
Right of way listed at $1,523.75	1,523 75	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Main track listed at	34,370 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Side & second tracks & turn-outs listed at.....	2,798 00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
SCHEDULE A.—*Railroad-track.*												
A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements												

thereon, commencing at the point where said railroad-track crosses the northwest boundary-line of Ball Township in entering the same, and extending to the point where the track crosses the western boundary-line of said township in leaving the same.												
Right of way listed at $371.50	371 50											
Main track listed at	10,110 00											
SCHEDULE A.—*Railroad-track.*												
A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad-track crosses the eastern boundary-line of Chatham Township in entering the same, and extending to the point where the track crosses the southern boundary-line of said township in leaving the same.												
Village of Chatham:												
Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, & 15, block 1..$350												
" 4, 5, 6, 7, 8, 9, 10, 11, & 12 in " 9..$225												
185 Lots 15 and 16 in block 8	50 00											
" 1, 2, 3, 4, 11, 12, 13, 14, & 15, in block 11	225 00											
" 5, 6, 7, 8, 9, & 10 " " 18	150 00											
The above embraces all the property in Chatham Township denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of—												
Right of way, $2,037.75	2,037 75											
Main track, listed at	23,820 00											
Side & second tracks & turn-outs, listed at	1,360 00											
SCHEDULE A.—*Railroad-track.*												
A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad-track crosses the northern boundary-line of Auburn Township in entering the same, and extending to the point where the track crosses the southern boundary-line of said township in leaving the same.												
Right of way, listed at $1,570.75; improvements, $500	2,070 75											
Main track, listed at	32,755 00											
Side & second tracks & turn-outs, listed at	1,620 00											
Total valuations of right of way, main track, and side & second tracks and turn-outs in Sangamon County, including St. Louis, Jacksonville & Chicago Railroad Company, as listed	227,436 90			218,357			753 91	641 42	873 62	1,083 68	372 11	3,724 74
The assessor of Fancy Creek Township entered in his assessment-book the following lots in said town, embraced in the property above described as railroad-track, with the following valuations:												
Village of Sherman:												
Lots 3, 4, and 5, in block 6		300		285		5	89		1 41	1 42	24	3 96
Carried forward	227,436 90			218,642			754 80	641 42	875 03	1,085 10	372 35	3,728 70

SCHEDULE No. 1—Continued.

	Description.	Value as listed by railroad company.	Value as assessed by town or county assessor.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization. Add.	Rate per cent. fixed by board of equalization. Ded.	State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
186	Bro't forward	227,436 90			218,642			754 80	641 42	875 03	1,085 10	372 35	3,728 70
	The assessor of the town of Springfield entered in his assessment-book the following lots in said town, embraced in the property above described as "railroad-track," with the following valuations:												
	A strip of land extending from north line of Union street to city limits north, being from 40 to 100 feet in width, with railroad-track in center		500	500	475		5	2 57	12 54		2 36	1 86	19 33
	Darling & Taylor's addition:												
	Lots 5 & 6, in block 6		1,200	1,200	1,140		5	6 16	30 10		5 66	8 05	49 97
	" 1 & 2 " " 5		600	600	570		5	3 08	15 06		2 83	4 03	25 00
	Assessors sub. secs. 27 & 28, T. 16, N., R. 5 W., lot 42		50	50	48		5	26	1 28		24	20	1 98
	" " " " " " " " " 47		900	900	855		5	4 62	22 58		4 23	3 34	34 79
	Eno's west addition, No. 1:												
	Lots 32, 33, 34, 35, 36, & 37		1,200	1,200	1,140		5	6 16	30 10		5 66	8 05	49 97
	" 29, 30, & 31		1,000	1,000	950		5	5 13	25 09		4 72	6 71	41 65
	" 25, 26, 27, & 28		1,200	1,200	1,140		5	6 16	30 10		5 66	8 05	49 97
	" 22, 23, & 24		1,050	1,050	995		5	5 39	26 35		4 95	7 05	43 74
	Old town plat, (Springfield:)												
	West 70 feet, lot 2, block 9		3,000	3,000	,850		5	15 39	75 24		14 15	20 12	124 90
	" 3, " "		8,500	8,500	8,085		5	43 66	213 45		40 13	57 03	354 27
	" 4, " "												
	West 70 feet " 5, " "		3,500	3,500	3,335		5	18 01	88 05		16 56	23 51	146 13
	A strip of land 25 feet in width, with railroad-track in center, extending from Jackson street to the north line of Allen's addition		500	500	475		5	2 57	12 54		2 36	1 86	19 33
	The assessor of Chatham Township entered in his assessment-books the following lots in said town, embraced in the property above described as railroad track, with the following valuations:												
	Village of Chatham:												
	Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, & 15, in block 1		650 50	650 00	618 00		5	1 92	2 17		3 07	72	7 86
	" 4, 5, 6, 7, 8, 9, 10, 11, & 12 " " 9		250	250	238		5	74	84		1 18	28	3 04
	" 15 & 16, in block 8		60	60	57		5	18	29		29	07	74
	" 1, 2, 3, 4, 11, 12, 13, 14, & 15 " " 11		400	400	380		5	1 18	1 33	4 31			4 31
	" 5, 6, 7, 8, 9, & 10 " " 18		150	150	143		5	45	50		1 89	45	4 85
											72	17	1 84
	Carried forward	227,436 90			242,136			878 43	1,229 03	879 34	1,201 78	523 90	4,712 39
187	Bro't forward	227,436 90			242,136			878 43	1,229 03	879 34	1,201 78	523 90	4,712 39

SCHEDULE B.												
Proportion of rolling-stock distributed to Sangamon Co	49,374			80,909			279 38	237 64	60	401 55	137 87	1,057 04
SCHEDULE C.												
Personal property other than rolling-stock	375	1,810		2,775			6 66	30 74	323 94	6 41	4 66	372 41
Proportionate share of capital stock distributed to Sangamon County				482,966			1,667 47	1,418 85	1,929 55	2,396 79	822 77	8,235 43
Total taxes on property above described	277,185 90			808,786			2,831 94	2,916 17	3,133 43	4,006 53	1,489 20	14,377 27
188 MACOUPIN COUNTY.												
SCHEDULE A.—*Railroad-track.*												
A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where said railroad-track crosses the northern boundary line of Virden Township in entering said county and extending to the point where the track crosses the western boundary-line of Virden Township in leaving the same. The above embraces all the property in said county denominated by the State revenue-law railroad-track, which was listed at the aggregate value of—												
Right of way & improvements	15,419 60			73,243								
Main track, listed at	215,175			169,232			615 70	449 09	1,479 74	1,924 06	996 07	5,464 66
Side & second tracks & turn-outs, listed at	19,900			14,066								
SCHEDULE B.												
Proportion of rolling-stock distributed to Macoupin Co	58,097 25			95,204			228 47	136 88	550 39	714 02	352 96	1,982 72
SCHEDULE C.												
Personal property other than rolling-stock	400	500	500	1,071	114		2 58	7 40	4 23	8 05	5 35	27 61
Proportionate share of capital stock distributed to Macoupin Co				568,294			1,363 89	817 12	3,285 43	4,262 20	2,711 69	12,440 33
Total taxes on property above described	308,991 85			921,110			2,210 64	1,410 49	5,319 79	6,908 33	4,066 07	19,915 32
189 JERSEY COUNTY.												
SCHEDULE A.—*Railroad-track.*												
A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad-track crosses the eastern boundary-line of Piasa Township in entering the same, and extending to the point where the track crosses the southern boundary-line of said township in leaving the same. The above embraces all the property of the Chicago and Alton Railroad Company in Jersey County denominated by the State revenue-law "railroad-track," which, including the property of the St.												

SCHEDULE No. 1—Continued.

Description.	Value as listed by railroad company.	Value as assessed by town or county assessor.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
Louis, Jacksonville & Chicago Railroad Company in said county denominated by the State revenue-law "railroad-track," was listed at the aggregate value of—												
Right of way, listed at $3,669.05; improvements, $800	4,469 05			30,339			72 82			60 68	151 70	
Main track, listed at	74,266			70,099			168 24	41 55	586 16	140 21	350 50	1,592 48
Side & second tracks & turn-outs, listed at	2,484 80			2,195			5 27			4 39	10 97	
Lots in Jerseyville, listed to St. Louis, Jacksonville & Chicago Railroad Company. (See Schedule No. 4)	750 00			720		4	1 73	2 16	10 80	1 44	3 60	19 73
SCHEDULE B.												
Proportion of rolling-stock distributed to Jersey County	24,065 10			39,435			94 64	15 84	222 91	78 86	197 16	609 43
SCHEDULE C.												
Personal property other than rolling-stock												
Proportionate share of capital stock	150 00	150		144		4	34	45	2 16	22	72	3 96
				235,400			564 95	95 35	1,346 75	470 80	1,177 00	3,654 86
Total taxes on property above described	106,134 95			387,332			907 99	155 35	2,168 78	756 66	1,891 65	5,880 43
190 MADISON COUNTY.												
SCHEDULE A.—*Railroad-track.*												
A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad-track crosses the northern boundary-line of Monticello Township in entering the same, and extending to the point where the track crosses the southern boundary-line of said township in leaving the same, described as follows, to wit:												
W. ½ section 1, township 6, range 10	87 75											
W. ½ " 12, " " " "	200 75											
E. ½ S. E. ¼ " 11, " " " "	106 50											
" 14, " " " "	313 75											
Frac. N. E. ¼ " 23, " " " "	116 00											
E. ½ S. W. ¼ N. E. ¼ " " " " "	12 50											
W. ½ " " " " " "	124 25											
(Extra) p't S. W. ¼ " " " " "	27 75											

A part of the N. W. ¼ section 23, commencing at the point where the north line of the cross-road running east and west from the Alton and Jerseyville road crosses the west line of the right of way of the Chicago and Alton R. R. Co.; thence running northerly along said west line of right of way 12 chains and 83 links to the point where said west line of said right of way crosses the division-line between the northeast and northwest quarters of said sec. 23; thence due north along said division-line 3 chains and 23 links to the south line of a tract of land now or formerly owned by Julia Godfrey; thence westerly along the south line of last-named tract 87 links; thence in a southwesterly direction parallel to said right of way 15 chains and 4 links to the north line of said cross-road from the Alton and Jerseyville road aforesaid; thence east along the north line of said cross-road to the place of beginning		300 00											
191 Village of Monticello:													
Blocks 25, 26, 28, 29, 30, 31, 32, & 34		200 00											
" 12 & 13, p't S. W. ¼ sec. 23, T. 6 N., R. 10 W													
E. ½ N. W. ¼ sec. 26, T. 5, R. 10		96 00											
S. W. ¼ " " " " "		154 75											
" 35, " " " "		364 50											
The above embraces all the property in Monticello Township denominated by the State revenue-law railroad-track, which is hereby listed at the aggregate of—													
Right of way, village of Monticello	$200												
" " " township	$1,905												
Main track in village of Monticello listed at		30,295											
" " " township listed at													
Side tracks, second tracks, and turn-outs	None.												
The assessor of Monticello Township entered in his assessment book the following lots in said town embraced in the property above described as railroad-track, with the following valuations:													
Blocks 25, 26, 28, 29, 30, 31, 32, & 34													
" 12 & 13, part of the S. W. ¼ of section 23, township 6 N., R. 10 W				510			1 25		1 80	3 85		6 90	
Also a strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where the track crosses the western boundary-line of Upper Alton Township in entering the same, and extending to the point where the track crosses the south boundary-line of sec. 1 in entering the city of Alton, described as follows:													
E. ½ N. E. ¼ sec. 2, T. 5, R. 10		187 50											
W. ½ N. W. ¼ " 1, " " " "		275 00											
S. W. ¼ " 1, " " " "		308 25											

SCHEDULE No. 1—Continued.

Description.	Value as listed by railroad company.	Value as assessed by town or county assessor.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
The above embraces all the property in Upper Alton Township, exclusive of the city of Alton, denominated by the State revenue-law "railroad-track," which is hereby listed at the aggregate value of—												
Right of way $770 75												
Main track listed at	5,966											
Side, second tracks & turn-outs ..... None.	None.											
192 CITY OF ALTON.												
A strip of land extending on each side of said "railroad-track" and embracing the same, together with all stations and improvements thereon, commencing at the point where the track crosses the north boundary-line of section 12, T. 5, R. 10, at the northwest corner of said section in entering the city of Alton, and extending to the point where the track terminates in the city of Alton at the south line of block 301, in said city, described as follows:												
Smith's addition.												
One and one-half (1½) acre of land embracing the railroad-track, blocks 30, 31, & 32, in said addition, 1 70-100ths acres of land in the S.W. cor. of the N. W. ¼ of sec. 12, T. 5 N., R. 10 west, extending each side of & embracing the railroad-track through part of the "Wheelock tract" and all that portion of block 31 lying in the northwest quarter of block 31 and west of the railroad-track.	150 00											
O. M. Adams' addition.												
11 70-100ths acres of land, including the railroad-track through said tract	500											

Godfrey & Gilman's addition.												
All of block 60	1,000											
All of lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, block 59	1,000											
All of lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, block 58	3,000											
Lots 1 & 2, in block 57	200											
Lots 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, block 64	1,000											
" 1, 2, 3, 7, 11, 12, 13, 14, 15, & 16, " 63	500											
East end of lots 5, 6, 7, 8, 9, 10, & 11, " 61	300											
Howard's addition.												
East end of lot 1, block 4	100											
A lot of land beginning at a point on the south line of block 1, in Charles Howard's addition to Alton, 100 feet eastwardly from Belle street; thence eastwardly along said south line of block 1 continued to the west line of Piasa street; thence northerly along the west line of Piasa street to the south line of Seventh street; thence westerly along the south line of Seventh street to a point 150 feet east of the east line of Belle street; thence southerly parallel to Belle street, 100 feet; thence westerly parallel to Seventh street, 50 feet; thence southerly parallel to Belle street to the place of beginning, being part of block 1, of Howard's addition to Alton, and all the land lying between the easterly line of said block 1 and the west line of Piasa street	1,000											
A piece of land described as follows: Beginning at N. W. cor. lot 1, block 1, and running thence southwardly parallel with Belle street, 149 feet; thence eastwardly parallel with Seventh street, to the west side of Piasa street; thence northwardly along the west line of Piasa street to the south side of Seventh street; thence westwardly along the south line of Seventh street to the place of beginning	500											
Fifty (50) feet off the south end of block 1, which lies east of a line parallel with Belle street and the east line of said block 1	500											
Godfrey & Gilman's addition.												
Lots 3, 4, 5, 6, 7, 8, & 9, in block 301	3,000											
The above embraces all the property in the city of Alton denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of—												
Right of way, $12,750; improvements, $3,500	16,250											
Main track, listed at	8,721											
Side & second tracks & turn-outs, listed at	4,961											
Total valuations of right of way, main track, side, second tracks, turn-outs, & improvements, including property in Madison County leased of the Alton & St. Louis R. R. Co., described in Schedule 3, and property leased of the St. Louis, Jacksonville & Chicago Railroad Company, described in Schedule No. 4	237,586 60			209,853			511 64		783 98	1,598 76		

SCHEDULE No. 1—Continued.

Description.	Value as listed by railroad company.	Value as assessed by town or county assessor.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
194 The town assessor of Upper Alton Township entered in his assessment-book the following lots and lands embraced in the property above described as "railroad-track," with the following valuations:												
Lots 3, 4, 5, 6, 7, 8, & 9, block 30				6,018								
" 1 & 2 " 57				301								
" 1 to 20, inclusive, " 58				6,018								
" 1 to 20 " " 59				3,210								
Block 60				3,210								
E. end lots 5, 6, 7, 8, 9, 10, & 11, block 61				703								
Lots 12, 13, 14, 15, & 16, " 63				1,906								
" 11, 12, 13, 14, 15, & 18, " 64				1,203								
O. Howard's addition.												
A lot beginning at a point on the south line of block 1 in said addition to Alton, 100 feet eastwardly from Belle street; thence eastwardly along said south line of block 1 to the west line of Piasa street; thence northerly along the W. line of Piasa street to S. line of 7th st.; thence westerly along the S. line of Seventh street to a point 150 feet east of the east line of Belle street; thence southerly parallel to Belle street 100 feet, thence westerly parallel to 7th st. 50 feet; thence southerly parallel to Belle street to the place of beginning, being part of block 1 of Howard's addition to Alton, and all the land lying between the easterly line of said block 1 & west line of Piasa street				3,210								
Smith's addition.												
1½ acres of land embracing railroad-track and through blocks 31 & 32 in said addition, 1.70 acres of land in the S. W. cor. of the N. W. ¼ of sec. 12, 5, 10, extending each side of and embracing the R.R. track through part of the "Wheelock tract," and all that portion of block 31 lying in the N. W. ¼ of block 31 and west of R. R. track.				703								
O. M. Adams' addition.												
11.70 acres, including R. R. track through said tract				1,203								
Total assessed twice				27,685			66 44			207 64		

195 SCHEDULE B.	236,586 60											
Proportion of rolling-stock distributed to Madison Co	46,182 15			71,473			176 45		267 51	551 03		
SCHEDULE C.												
Personal property other than rolling-stock	375 00	800	800	680		15%	1 65			5 10		
Proportionate value of capital stock distributed to Madison County				426,640			1,054 57		1,662 03	3,295 01		
Total taxes on property above described	284,143 75	800	800	736,841			1,812 00		2,715 32	5,661 39		10,188 71
196 GREENE COUNTY.												
SCHEDULE A.—*Railroad-track.*												
A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad-track crosses the east boundary-line of section 13, T. 12 N., R. 12 west, in the town of Roodhouse, and extending to the point where the track crosses the western boundary-line of northwestern township in leaving the same, described as follows:												
The following embraces all the property in Greene County denominated by the State revenue-law "railroad track," which was listed at the aggregate value of—												
Right of way listed at	11,007 80											
Main track listed at	162,742 40			241,801			677 05	None.	1,193 04	633 52	1,718 26	4,221 87
Side and second tracks and turn-outs listed at	14,222 40											
SCHEDULE B.												
Proportion of rolling-stock distributed to Greene County	54,925			90,009			252 03	None.	444 15	235 82	639 61	1,571 61
SCHEDULE C.												
Personal property other than rolling-stock	50	800	800	552		31	1 55	None.	None.	1 44	3 38	6 37
Proportionate share of capital stock distributed to Greene County				537,270			1,504 34	None.	2,651 25	1,407 64	3,818 41	9,381 64
Total taxes on property above described	242,947 60			869,632			2,434 97		4,288 44	2,278 42	6,179 66	15,181 49
197 PIKE COUNTY.												
SCHEDULE A.—*Railroad-track.*												
A strip of land extending on each side of said railroad-track and embracing the same, together with all the stations and improvements thereon, commencing at the point where said railroad-track crosses the eastern boundary-line of Pearl Township in entering said county, and extending to the point where the track crosses the western boundary-line of Atlas Township in leaving the same, containing 448.95 acres, as follows, to wit:												

SCHEDULE No. 1—Continued.

Description.	Value as listed by railroad company.	Value as assessed by town or county board.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
The above embraces all the property in Pike County denominated by the State revenue-law "railroad track," which was listed at the aggregate value of—												
Right of way	5,989 50			43,700								
Main track, 128,384 feet, listed at	102,707 20			100,972			359 89		385 86	405 87	391 07	1,542 69
Side or second tracks & turn-outs, 7,467 feet, listed at	5,973 60			5,278								
SCHEDULE B.												
Proportion of rolling-stock	34,633 68			56,803			136 34		146 00	153 38	148 17	583 89
SCHEDULE C.												
Personal property other than rolling-stock	100	100	100	76		20	20		18	24	21	83
Proportionate value of capital stock				339,073			813 81		874 17	915 52	884 34	3,487 84
(Levee)								374 50				374 50
Total valuation of property above described	149,433 98			645,902			1,310 21	374 50	1,406 21	1,475 01	1,423 79	$5,989 75

198 SCHEDULE No. 1.—*Property leased of the Chicago and Alton Railroad Company.*

LA SALLE COUNTY.												
SCHEDULE A.—*Railroad-track.*												
A strip of land extending on each side of said railroad-track and embracing the same, together with all the stations and improvements thereon, commencing at the point where said railroad-track crosses the southern boundary-line of Otter Creek Township in entering said county, and extending to the point where the track crosses the western boundary-line of Osage Township in leaving the same, containing 147.03 acres, as follows, to wit:												
The above embraces all the property in La Salle County denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of—												
Right of way	2,520 30			23,607								
Main track, 69,354 feet, listed at	55,483 20			54,546			194 12	35 57		258 82	243 34	731 85
Side or second tracks & turn-outs, 3,853 feet, listed at	3,082 40			2,723								

SCHEDULE B.												
Proportion of rolling-stock distributed to La Salle County	18,725 58			30,686			73 66	14 38	Schedule A, B, and C. Total amount of school taxes is	98 23	92 47	278 74
SCHEDULE C.												
Personal property other than rolling-stock	50	50	54	41 58		23	11	06	607 09	14	17	607 57
Proportionate value of capital stock distributed to La Salle Co				183,170			439 63	85 83	997 58	586 15	551 74	2,660 93
Total valuation of property above described	79,861 48			294,773 58			707 52	135 84	1,604 67	943 34	887 72	$4,279 09

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SCHEDULE No. 1.—*Chicago and Alton Railroad Company.*

MARSHALL COUNTY.

SCHEDULE A.—*Railroad-track.*

A strip of land extending on each side of said railroad-track and embracing the same, together with all the stations and improvements thereon, commencing at the point where said railroad-track crosses the eastern boundary-line of Evans Township in entering said county, and extending to the point where the track crosses the southern boundary-line of Richland Township in leaving the same.

Also a strip of land extending on each side of said railroad-track and embracing the same, together with all the stations and improvements thereon, commencing at the point where said railroad-track crosses the south end of the N. E. ¼ of sec. 28, in the village of Varna, in Roberts Township, and extending to the point where the track terminates in the village of Lacon, in Lacon Township.

The above embraces all the property in Marshall County denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of—

Right of way	6,075 30			54,303								
Main track, 159,532 feet, listed at	127,625 60			125,469			454 88	201 20	769 48	985 35	534 31	2,945 22
Side or second tracks and turn-outs, 13,861 ft., listed at	11,088 80			9,797								
SCHEDULE B.												
Proportion of rolling-stock distributed to Marshall County	43,073 64			70,585			169 39	50 18	267 79	361 80	197 95	1,047 11
SCHEDULE C.												
Personal property other than rolling-stock	125	245	242	182		25%	44	50	1 26	95	62	3 77
Proportionate value of capital stock distributed to Marshall Co				421,337			1,011 32	299 79	1,598 26	2,190 54	1,181 63	6,281 44
Total valuation of property above described	187,988 34			681,673			1,636 03	551 67	2,636 79	3,538 64	1,914 51	$10,277 54

Description.	Value as listed by railway company.	Value as assessed by town or county board.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
WOODFORD COUNTY.												
SCHEDULE A.—*Railroad-track.*												
A strip of land extending on each side of said railroad-track and embracing the same, together with all the stations and improvements thereon, commencing at the point where said railroad-track crosses the northern boundary-line of Cazenovia Township in entering said county, and extending to the point where the track crosses the southern boundary-line of Metamora Township in leaving the same, containing 145 63 acres, as follows, to wit:												
All of lots 7, 8, 9, 10, 11, & 12, in block 3, that lies within 35 feet of center line of R. R	50											
All of the west 75 feet of lots 7, 8, 9, 10, 11, & 12 of block 25	50											
All of the west 75 feet of lots 7, 8, 9, 10 11, & 12 of block 41	50											
All of the east 67½ feet of lots 3, 4, 5, & 6, in block 40	25											
All of lots 1, 2, 3, 4, 5, & 6, in block 47, that lies east of a line parallel to and distant 35 feet west of center line of R. R	25											
All of lots 1, 2, & 3, in block 62, and all of lots 4, 5, 6, 7, 8, & 9, in block 62, that lies within 35 feet of center line of R. R	50											
All of lots 5 & 6, in block 70, that lies within 35 feet of center line of R. R	25											
All of lots 7, 8, 9, 10, 11, & 12, in block 69, that lies within 35 feet of center line of R. R	50											
201 The above embraces all the property in Woodford County, denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of—												
Right of way	2,681 30			23,712								
Main track, 69,662 feet, listed at	55,729 60			54,788			196 17	43 38	491 90	228 87	791 42	1,751 74
Side, or second tracks, & turn-outs, 3,583 ft., listed at	3,666 40			3,239								
The assessor of the town of Metamora entered in his assessment-book the following lots in said town, embraced in the property above described as railroad-track, with the following valuations:												
All of lots 7, 8, 9, 10, 11, & 12, in block 3, that lies within 35 feet of center line of R. R.												
All of the west 75 feet of lots 7, 8, 9, 10, 11, & 12 of block 25.												
All of the west 75 feet of lots 7, 8, 9, 10, 11, & 12 in block 41.												
All of the east 67½ feet of lots 3, 4, 5, & 6 in block 40.												

All of lots 1, 2, 3, 4, 5, & 6, in block 47, that lies east of a line parallel to and distant 35 feet west of center line of R. R. All of lots 1, 2, & 3, in block 62, and all of lots 4, 5, 6, 7, 8, & 9, in block 62, that lies within 35 feet of center line of R. R. All of lots 7, 8, 9, 10, 11, & 12, in block 69, that lies within 35 feet of center line of R. R. All of lots 5 & 6, in block 70, that lies within 35 feet of center line of R. R	.....	.....	488	429	.....	.....	1 03	4 29	5 58	1 20	4 06	16 16
Am't. forward	61,677 30	.....	.....	82,168	.....	.....	197 20	47 67	497 48	230 07	795 48	1,767 90
202 Am't bro't forward	61,677 30	.....	.....	82,168	.....	.....	197 20	47 67	497 48	230 07	795 48	1,767 90
SCHEDULE B.												
Proportion of rolling-stock	18,808 74	.....	.....	30,822	.....	.....	73 97	11 82	183 98	86 30	298 32	654 39
SCHEDULE C.												
Personal property other than rolling-stock	50	75	75	66	.....	12	16	33	50	18	65	1 82
Proportionate value of capital stock	.....	.....	.....	183,983	.....	.....	441 56	70 74	1,101 97	515 15	1,780 39	3,909 81
Total valuation of property described above	80,536 04	.....	.....	297,039	.....	.....	712 83	130 56	1,783 93	831 70	2,874 84	$6,333 92

SCHEDULE No. 1.—*Chicago and Alton Railroad Company.*

203 TAZEWELL COUNTY.

SCHEDULE A.—*Railroad-track.*

A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where the track crosses the northern boundary-line of Washington Township in entering the same, and extending to the point where the track terminates in the village of Washington, described as follows:

W. ½ N. W. ¼	section	6,	T. 26,	R.	2	49 80
S. E. ¼ N. E. ¼	"	1,	" "	"	3	30
E. ½ S. E. ¼	"	1,	" "	"	3	51
W. ½ "	"	"	" "	"	"	27 45
N. ½ N. E. ¼	"	12,	" "	"	"	37 95
S. ½ "	"	"	" "	"	"	12 45
S. E. ¼ N. W. ¼	"	"	" "	"	"	27 30
S. W. ¼	"	"	" "	"	"	79 05
N. ½ N. W. ¼	"	13,	" "	"	"	51 60
S. ½ N. W. ¼	"	"	" "	"	"	21 75
S. E. ¼ N. E. ¼	"	14,	" "	"	"	60
N. E. ¼ S. E. ¼	"	"	" "	"	"	27 15

SCHEDULE No. 1—Continued.

Description.	Value as listed by railroad company.	Value as assessed by town or county assessor.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
S. E. ¼ S. E. ¼ section 14, T. 26, R. 3 ..... 50 85												
N. E. ¼ " 23, " " " " ..... } 100 00												
66 feet through lots 44 & 45 in village Washington.... }												
Lot 10, Sample's addition to " " 200 00												
And improvements 600 00												
The above embraces all the property of the Chicago and Alton Railroad Company in Tazewell County, denominated by the State revenue law "railroad-track," which, including the property in said county leased of the St. Louis, Jacksonville & Chicago Railroad Company, denominated by the State revenue-law "railroad-track," was listed at the aggregate value of:												
Right of way & improvements	7,319 67	.....	.....	43,688								
Main track listed at	103,350 40	.....	.....	100,944			361 49	122 01	1,011 99	903 74	645 44	3,044 67
Side & second tracks & turn-outs listed at	8,131 20	.....	.....	7,184								
204 Bro't forward	118,801 27	.....	.....	151,816	.....	.....	361 49	122 01	1,011 99	903 74	645 44	3,044 67
The town assessor of Washington Township entered in his assessment-book the following lot in said town, embraced in the property above described as "railroad-track," with the following valuation:												
Lot 10, Sample's addition to Washington	.....	.....	.....	1,194	.....	.....	2 87	4 42	7 52	7 16	4 78	26 75
SCHEDULE B.												
Proportion of rolling-stock	34,680 76	.....	.....	56,787	.....	.....	136 29	22 19	319 83	340 74	238 52	1,057 57
SCHEDULE C.												
Personal property other than rolling-stock	125	235	235	196	.....	17	47	29	2 22	1 18	82	4 98
Proportionate share of capital stock	.....	.....	.....	338,977	.....	.....	813 56	132 44	1,910 02	2,033 86	1,423 75	6,313 63
Total taxes on property above described	153,807 03	.....	.....	548 970	.....	.....	1,314 68	281 35	3,251 58	3,286 68	2,313 31	10,447 60

Description.	Value as listed by railroad company.	Value as assessed by town or county assessor.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization.		State tax.	Corporation tax.	All school taxes.	County taxes.	Special tax.	Total tax.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
MADISON COUNTY.												
SCHEDULE A.—*Railroad-track, Upper Alton Township, city of Alton.*												
A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements theron, commencing at the Union Depot in the city of Alton, in said township, and extending to the point where the track crosses the west boundary-line of said city in leaving the same, described as follows: So much of lots 5, 6, 7, & 8, in block 5, and of lots 1, 2, 3, 4, 5, 6, 7, & 8, in block 6, and of lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, & 11, in block 7, and of lots 9, 10, 11, 12, 13, 14, 15, & 16, in block 8, and of lots 4, 5, 6, 7, & 8, in block 28, and of lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, & 12, in block 27, in Russell's addition to Alton, as lies south of a line drawn 30 feet north of center line of Alton, & St. Louis R.R. as now located from the west line of said lot 5, in block 5, eastwardly to a point at which the center line of the St, Louis, Alton & Terre Haute R. R., and of the Alton & St. Louis R. R., as now located, approaches to a distance of 60 feet from each other; thence eastwardly to the east line of said lot 9, block 27, on a line equi-distant between the center line of said railroads, the said line to be, however, at no point less than 11½ feet south of the center line of said St. Louis, Alton & Terre Haute R. R. The center line of the Alton and St. Louis R. R. shall at no point be less than 22½ feet distant from that of the St Louis, Alton & Terre Haute R. R., and that lands between said center lines across all such portions as may be not more than 30 feet apart through said tracts shall be equally divided between the parties hereto, and that the Alton & St. Louis R. R. Co. shall have all that portion of said lots south of said division line above described	800											
206 The right of way of 50 feet in width across that tract of land lying east of block 27, and west of Shields' Branch, and running to center of said branch in Hunter's addition to the city of Alton	100											
The right of way of 50 feet in width across the east part of section 13, T. 5 N., R. 10 W.; said track is bounded on the north by the St. Louis, Alton and Terre Haute R. R., on the east by Arba Nelson's tract, on the west by land of Chas. W. Hunter	100											
A strip of land 20 feet wide by 150 feet long south of the St. Louis, Alton & Terre Haute R. R., and along the one-acre tract, conveyed by S. W. Robbins to Arba Nelson, commencing on the western line of said tract and extending eastwardly along the said south line of said railroad 150 feet to the eastern line of said tract, the same being in the E. ½ of fraction, sect. No. 13, in township 5 N., R. 10 W. of 3rd P.M.	100											

SCHEDULE No. 3.—Continued.

Description.	Value as listed by railroad company.	Value as assessed by town or county assessor.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
Also, the right to use and occupy so much of the right of way of the Indianapolis & St. Louis R. R. Co. as is necessary for a single track, lying between the east line of block No. 27 in Hunter's addition to the city of Alton, and the east line of fractional section 13, in township 5 N., of R. 10 W	100											
A strip of land 50 feet in width and lying and abutting upon the south line of the St Louis, Alton & Terre Haute R. R., and commencing at the east line of the one-acre tract of land, as above conveyed to Arba Nelson, and lying in the east fractional half of section 13, T. 5 N., R. 10 W., and extending eastwardly on the said south line of said railroad to east line of said section 13	100											
207 The above embraces all the property in the city of Alton denominated by the State revenue-law "railroad-track" which was listed at the aggregate value, right of way, $1,300				Included in Schedule			1 for	adison	County.			
Main track listed at	8,011			Included in Schedule			1 for	adison	County.			
Side, second tracks, & turn-outs, listed at	4,650			Included in Schedule			1 for	adison	County.			
Upper Alton Township:												
A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where the track crosses the west line of section 18, T. 5 N., R. 9 W., in leaving the city of Alton, and extending to the point where the track crosses the southern boundary-line of said township in leaving the same, described as follows:												
N. ½ sect. 18, T. 5, R. 9	152											
S. W. ¼ " 17, " "	79											
Portion of S. E. ¼ " " " "	19 75											
" " " " " "	65 25											
(Extra) " " " "	113 75											
W. ½ S. W. ¼ " 16, " "	35 25											
W. ½ " 21, " "	165 50											
W. ½ N. E. ¼ & S. E. ¼ " 28, " "	166 50											
Also, all the right to occupy and use so much of the right of way of the Indianapolis & St. Louis R. R. Co. as is necessary for a single track, lying between the east lines of fractional sect. 13, T. 5 N., R. 10 W., and the south line of section 28, T. 5 N., R. 9 W	100											
The above embraces all the property in the township of Upper Alton, exclusive of the city of Alton, denominated by the State revenue-law "railroad-track," which was listed at the aggregate value, right of way, $797												
Main track listed at	23,698											

| | | |

SCHEDULE No 3—Continued.

	Description.	Value as listed by railroad company.	Value as assessed by town or county board.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
		Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
	Beginning at a point distant 150 feet at right angles in a westerly direction from a point upon the west line of said main street at Venice known as the county-road to Alton; said last-mentioned point being 440 feet south from a stone planted in the ground, and marking the north line of the property of the said Madison County Ferry Company, and 924 feet south from the southeast corner of the intersection of said main street or Alton road and of the Edwardsville plank-road; thence												
210	westerly upon the prolongation of said first-mentioned line at right angles to the main street in Venice, 150 feet thence southerly between two lines 150 feet apart parallel with each other and with said main street in Venice, the eastern line being 150 feet distant at right angles from said main st. to the Mississippi River, the same being known as a part of the Gates tract, south of the Whitbread tract, and being a part of survey numbered 618, claim number 548	800	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	A portion of that lot in the town of Venice which has a front of 135 feet on the Alton road in said town, commencing 385 feet south from the southeastern intersection of the Collinsville road with the Alton road in said town of Venice, and a depth easterly of 150 feet; the portion of said lot, hereby conveyed, being a strip on the easterly side thereof, 13 feet on the north line of said lot and bounded on the west by a line drawn with a radius of 573 feet between the western extremities of the north and south lines above mentioned, and all of said lot which lies easterly of the westerly line above described	300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	A part of that lot in the town of Venice which fronts 50 feet on the Alton road and has a depth easterly of 150 feet; the portion of said lot herein conveyed being all that portion of said lot which lies easterly of a curve line drawn southerly with a radius of 573 feet, beginning at a point in the center line of the Alton and St. Louis Railroad, 10 feet north of the intersection of the north line of the store-house in said town of Venice, now occupied by Mathais Muller, with the center line of said R. R. And also, all that portion of said lot which lies within 25 feet of the said curve above described, and on the westerly side thereof	300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
211	All that certain lot in the town of Venice on the westerly side of the Alton road, in said town, and fronting thereon 50 feet, the north side of said lot being about 789 feet south from the southeast corner of the Alton and Edwardsville road, in said town of Venice, and said lot being now occupied by Frederick Kaseburg as a blacksmithshop, and extending, in depth, westerly from said Alton road 150 feet	300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	A portion of that lot in said town of Venice fronting 119 feet on the Alton road in said town, & extending easterly therefrom 150 feet, being so much of said lot as lies within seven feet on the west side and 25 feet on the east side of a curve drawn with a radius of 573 feet from a point in the center of the track of the Alton & St. Louis Railroad as now located, 10 feet north from the intersection of the prolongation of the north												

line of the store-house in said town of Venice, now occupied by Mathias Muller, with said track	600											1 56 70
The above embraces all the property in the township of Six Mile denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of right of way $3,739.50				Included	in Sch	edule	1 for	Madis	on Co	unty.		
Main track listed in Six-Mile Township.	45,037			Included	in Sch	edule	1 for	Madis	on Co	unty.		
Main track listed in town of Venice												
Side, second tracks & turn-outs listed at	22,397			Included	in Sch	edule	1 for	Madis	on Co	unty.		
The county assessor entered on his assessment the following lands embraced in the property above described as "railroad-track," with the following valuation:												
So much of lots 5, 6, 7, & 8, in block 5, and of lots 1, 2, 3, 4, 5, 6, 7, & 8, in block 6, and of lots 1 to 11, in block 7, and of lots 9 to 16, in block 8, and lots 4 to 8, in block 28, and lots 1 to 28, in block 27, all in Russell's addition to Alton, as lies south of												
212 a line drawn 30 feet north of center line of Alton & St. Louis R. R., as now located, from the west line of said lot 5, in block 5, eastwardly to a point at which the center line of the St. Louis, Alton & Terre Haute R. R., and of the Alton & St. Louis R. R., as now located, approaches a distance of 60 feet from each other; thence eastwardly to the east line of said lot 9, block 27, on a line equidistant between the center line of said railroads, the said line, however, to be at no point less than 11½ feet south of the center line of said St. L., A. & T. H. R. R., it being the intention of the parties that the center line of the A. & St. L. R. R., shall at no point be less than 22½ feet distant from that of the St. L., A. & T. H. R. R., and that lands between said center lines across all such portions as may be not more than 30 feet apart through said track shall be equally divided between the parties hereto, and that the A. & St. L. R. R. Co. shall have all that portion of said lots north of said division line above described				1,605								
The right of way across that tract of land lying east of block 27 and west of Shield's Branch, and running to center of said branch in Hunter's addition to Alton				200								
Right of way 50 feet in width across the east part sec. 13, 5, 10, said tract bounded on the N. by the St. L., A. & T. H. R. R. Co., and on the east by Arba Nelson's tract, on the W. by land of Chas. W. Hunter				200								
A strip of land 20 feet wide by 150 feet long south of Terre Haute R. R. & along the tract conveyed by S. W. Robins to Arba Nelson, in sec. 35, 5, 10				200								
A tract of land 50 feet in width, commencing at the east line of the one-acre tract, conveyed as above to Arba Nelson, in sec. 13, 5, 10, & extending eastwardly on the S. line of said railroad to east line of said sec. 13				200								
Total assessed twice				2,405			5 81			18 06		
213 SCHEDULE B.												
Proportion of rolling-stock distributed to that portion of the road in Madison County lying south of the Union depot, in the city of Alton				Included	in Sch	edule	1	for M	adison	Coun	ty.	
SCHEDULE C.												
Personal property other than rolling-stock	None			None								
Proportionate share of capital stock distributed to that portion of the road in Madison County lying south of the Union depot, in the city of Alton				Included	in Sch	edule	1 for	Madis	on Co	unty		

SCHEDULE No. 3—Continued.

Description.	Value as listed by railroad company.	Value as assessed by town or county assessor.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
214 ST. CLAIR COUNTY.												
SCHEDULE A.—*Railroad-track, town and city of East St. Louis.*												
A strip of land extending on each side of the railroad-track and embracing the same, together with all stations and improvements thereon described as follows, viz:												
A tract of land having a frontage on the west end towards the Mississippi River of 400 feet, by a depth eastwardly of 1,500 feet; beginning at a point 260 feet from low-water mark of the Mississippi River, or the southern line of lands leased by the Wiggins Ferry Company to the Ohio & Mississippi Railroad Company, running southwardly four hundred feet at a distance of 260 feet from low-water mark; thence eastwardly 1,500 feet on a line parallel with the south line of Ohio and Mississippi Railroad Company's depot-grounds; thence northwardly to a point coincident with the south line of Ohio & Mississippi Railroad Company's depot-grounds, and 1,500 feet from the initial point; thence with that line to the place of beginning	25,000											
Also a strip of land extending on each side of said railroad-track and embracing the same, together with all the stations and improvements thereon, described as follows: commencing at the east line of the tract of land last mentioned, and extending northeastwardly one hundred feet in width over the slough or former bed of the river	1,000											
215 Also a strip of land extending on each side of said railroad-track and embracing the same, together with all the stations and improvements thereon, described as follows: commencing at the east line of the track last mentioned, and extending northwardly 50 feet in width to the right of way of the Indianapolis and St. Louis Railroad Company	500											
Also the right to use and occupy so much of the right of way of the said Indianapolis and St. Louis Railroad Company from the point last mentioned, as is necessary for a single track from such point to the north boundary-line of the city of East St. Louis	100											
The above embraces all the property in the city of East St. Louis, denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of right of way, $26,600.00.												
Main track, listed at	5,663											
Side or second tracks and turn-outs, listed at	16,800											
Illinois Town:												
A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon; commencing at the point where the railroad-track crosses the north boundary-line of the city of East St. Louis in entering said township, and extending to the point where the track crosses the northern boundary-line of the town of Illinois Town in leaving St. Clair County, described as follows:												

16 The right to use and occupy so much of the right of way of the Indianapolis and St. Louis Railroad Company, as is necessary for a single track from the north boundary-line of the city of East St. Louis to the south line of the village of Brooklyn											56 70
	100										
Village of Brooklyn:											
69 feet off west end of lots 83 & 84, in block 1											
9 feet 6 inches off west end of lot 85, in " 1											
" " " " " " " " " 42, " " 1											
" " " " " " " " " 45, " " 2											
" " " " " " " " " 76, " " "											
" " " " " " " " " 46, " " 3											
" " " " " " " " " 75, " " "											
Also 50 feet front by 175 feet deep, being the first 50 feet west of the Terre Haute, Alton & St. Louis Railroad Company's right of way in block No. 3. The eastern part of lot 74 having a front of 25 feet on the St. Louis, Alton & Terre Haute R. R., by a depth of 59 feet more or less to an alley	500										
9 feet 6 inches off the west end of lot 73, block 4											
" " " " " " " " " 47, " "											
69 feet off west end of lot 70 " "											
" " " " " " lots 71 & 72 " "											
All that part of lot No. 65 in the town of Brooklyn comprehended within the lines of the right of way of the Alton and St. Louis Railroad; said right of way being 25 feet in width on each side of the center line of the Alton & St. Louis Railroad Company, as the same passes through said town of Brooklyn	75										
All of lots 52, 53, and 54, in the town of Brooklyn, lying west of the right of way of 50 feet wide over said lots condemned by the Belleville and Illinois Town Railroad Co	100										
217 Also the right to use and occupy so much of the right of way of the Indianapolis and St. Louis Railroad Company, as is necessary for a single track from the south boundary-line of the town of Brooklyn, extending northwardly to the county-line between Madison and St. Clair Counties, where the track crosses the north line of section 2, town. 2 north, range 10, west of 3d p. m. in leaving St. Clair County	100										
The above embraces all the property in the town of Illinois Town, denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of right of way, $875.00.											
Main track listed in Illinois Town	7,203										
Main track listed in village of Brooklyn											
Total valuation of right of way, main track, and side, second tracks and turn-outs				26,374			63 30			105 50	
The county assessor entered on his assessment the following land, embraced in the property above described as "railroad-track," with the following valuation:											
A tract of land having a frontage or west end towards Mississippi River of 400 feet by a depth eastwardly of 15,000 feet, beginning at a point 260 feet from low-water mark of the Mississippi River, on the southern line of land leased by Wiggins Ferry Company to the Ohio & Mississippi Railroad Company, running southwardly 400 feet, at a distance of 200 feet from low-water mark; thence eastwardly 1,500 feet on a line parallel with south line of Ohio & Mississippi Railroads Company's depot-grounds; thence northwardly 400 feet to a point coincident with the south line of Ohio & Mississippi Railroad Company's depot-grounds, and 1,500 feet from the initial point; thence with that line to the place of beginning		100,000	100,000	72,000			172 80			288 00	

Description.	Value as listed by railroad company.	Value as assessed by town or county assessor.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
SCHEDULE B.												
Proportion of rolling-stock	3,473 82			5,693			13 66			22 77		
SCHEDULE C.												
Personal property other than rolling-stock	500			335			80			1 34		
Proportionate share of capital stock distributed to St. Clair County				33,980			81 55			135 92		
Total taxes on all property above described							332 11	169 03	323 40	553 53		1,378 07

Description.	Value as listed by railroad company.	Value as assessed by town or county board.	Value as corrected & equalized by county b'd.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special tax.	Total tax.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
COOK COUNTY.												
SCHEDULE A.—*Railroad-track.*												
The undivided one-half of a strip of land extending on each side of said railroad-track and embracing the same, together with the undivided one-half of all stations and improvements thereon, commencing at the point where the track crosses the north line of section 16, T. 39 N, R. 14 east, in the city of Chicago, and extending from thence to the southern boundary-line of the town of West Chicago, in leaving the same.												
Right of way listed at												
Main track listed at	9,733											
Side or second tracks & turn-outs listed at	19,608											
Proportionate share of capital stock				Included	in Sch	edule	No. 1	for Co	ok Coun	ty.		
SCHEDULE A.—*Railroad-track.*												
A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at west boundary-line of the town of South Chicago, and extending from thence to west boundary-line of same town.												
Right of way listed at												
Main track listed at	18,059											
Side, second tracks & turn-outs listed at	18,308											
Proportionate share of capital stock				Included	in Sch	edule	No. 1	for Co	ok Coun	ty.		
220 SCHEDULE A.—*Railroad-track.*												
A strip of land extending on each side of said railroad and embracing the same, together with all improvements and stations thereon, commencing at the point where the railroad-track crosses the eastern boundary-line of the town of Cicero, and extending to the point where the track crosses the southern boundary-line of said town in leaving the same.												
Right of way listed at	673 45											
Main track listed at	11,121											
Side & second tracks & turn-out listed at	5,148			Included	in Sch	edule	No. 1	for Co	ok Coun	ty.		
Proportionate share of capital stock				Included	in Sch	edule	No. 1	for Co	ok Coun	ty.		

SCHEDULE No. 2—Continued.

Description.	Value as listed by railroad company.	Value as assessed by town or county board.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special tax.	Total tax.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
SCHEDULE A.—*Railroad-track*												
A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where the track crosses the eastern boundary-line of the town of Lyons in entering the same, and extending to the point where the track crosses the southern boundary-line of said town in leaving the same.												
Right of way listed at $1, 816.20; improvements, $600	2, 416 20											
Main track listed at	47, 812 50											
Side & second tracks & turn-outs listed at	2, 880											
Proportionate share of capital stock				Included	in Sch	edule	No. 1	for Co	ok Coun	ty.		
221 SCHEDULE D.												
The original town of Summit, except the right of way or easement already acquired by the Illinois and Michigan Canal, and also, except an acre of ground in the form of a square in the S. W. corner of the land, and also excepting lots numbered 4, 5, 6, 7, & 8, in bl'k 30, as laid out in the original town of Summit. The original town of Summit comprises the whole of the W. ½ S.E. ¼, section 12, T. 38 N., R. 12 E., and also excepting from the above property the right of way of the Chicago and Alton Railroad Co., through lots or blocks 11, 12, 13, 16, 17, and 18, in said original town of Summit	1, 500	1, 500	1, 500	3, 015	101	.....	7 24	.....	15 98	12 06	21 42	56 70
SCHEDULE A.—*Railroad-track.*												
A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where said railroad-track crosses the northern boundary-line of the town of Palos in entering the said town, and extending to the point where the track crosses the western boundary-line of said town, passing through fractional N. E. ¼, N.W. ¼, sec. 7, T. 37, R. 12 E.												
Right of way listed at	415 95											
Main track listed at	11, 953 50											
Side & second tracks & turn-outs listed at	None.											
Proportionate value of capital stock				Included	in Sch	edule	No. 1	for Co	ok Coun	ty.		
Amt. carried forward												

222	**Brought forward**				3,015			7 24		15 98	12 06		56 70
	A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where said railroad-track crosses the eastern boundary-line of Lemont Township in entering the same, and extending to the point where the track crosses the western boundary-line of said town in leaving the same.												
	Right of way listed at $1,751.55; improvements $500	2,251 55											
	Main track listed at	36,192 50											
	Side & second tracks & turn-outs listed at	3,920											
	Proportionate share of capital stock				Included in Schedule No. 1 for Cook County								
	Total valuations of right of way, improvements, and main track in Cook County				157,947			379 10	78 26	926 33	631 82	1,210 24	3,225 75
	Side, second tracks, & turn-outs in county				35,245			84 61	24 16	76 12	141 00	130 50	456 39
	Total taxes on property above described							470 95	102 42	1,018 43	784 88	1,362 16	3,738 84
223	**WILL COUNTY.**												
	SCHEDULE A.—*Railroad-track.*												
	A strip of land extending on each side of the railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad-track crosses the eastern boundary-line of Du Page Township in entering the same, and extending to the point where the track crosses the southern boundary-line of said township in leaving the same												
	The above embraces all the property in Du Page Township denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of right of way	664			Included in Schedule 1 for Will County.								
	Main track 11,680 feet, listed at	11,680			Included in Schedule 1 for Will County.								
	A strip of land extending on each side of the said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where the track crosses the northern boundary-line of Lockport Township in entering the same, and extending to the point where the track crosses the southern boundary-line of said township in leaving the same, described as follows:												
	E. ½, sec. 2, T. 36, R. 10												$308 75
	E. ½, " 11 " "												301 50
	N. E. ¼, (extra.) " " " "												125
	N. E. ¼, 14 " "												150 25
	N. W. ¼, S. E. ¼, " " "												78 75
	Rumyer's addition to Lockport:												
	All east of a line 15 feet west of center line of railroad, across lots 5, 7 & 8, block 9												10 00
	Archer's addition to Lockport:												
	All east of a line 15 feet west of center line of railroad, across lots 1, 2, 3, & 4; block 9												10 00
224	S. W. ¼ S. E. ¼ sec. 14, T. 36, R. 10												$78 75
	23 " "												326 00

SCHEDULE No. 2—Continued.

Description.		Value as listed by railroad company.	Value as assessed by town or county board.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization. Add.	Ded.	State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
	WILL COUNTY.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
Village of Lockport.	W. ½ lot 1, block 104	50											
	W. ½ " 2 " "	50											
	W. ½ " 3 " "	50											
	W. ½ " 4 " "	50											
	W. ½ " 5 " "	50											
	W. ½ " 3 " 114	800											
All east of a line 8 feet west of west rail of J. & C. R. R. across lots 4 & 5, block 115		10											
	South Lockport.												
Right of way 30 feet wide across lots 2, 3, 6, 7, & 10, block 12		100											
All west of a line 15 feet east of center line of J. & C. R. R. across lots 2, 3, 6, 7, & 10, blk. 15		100											
Lots 2, 3, 6, 7, & 10, block 25		50											
	Wright's addition.												
All that portion of the following-described lots that lies west of a line 15 feet east of the center line of the J. & C. R. R.: lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, & 25		50											
N. W. ¼ sec. 26, T. 36, R 10		78 25											
E. ½ N. E. ¼ 27, " "		90											
All that portion of the N. E. ¼ sec. 27, 36, 10 east of canal that lies west of a line 15 feet west of center line of J. & C. R. R. that is not included in Wright's addition		54 05											
S. E. ¼ sec. 27, T. 36, R. 10		157 50											
N. ½ N. E. ¼ 34, " "		85 50											
S. ½ N. E. ¼ " " "		40											
S. ½ " " "		77 75											
The above embraces all the property in Lockport Township denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of right of way		3,332 05	.....	.....	Included	in Schedule		No. 1	for Will	County.		.....	.....
Main track, 32,921 ft., listed at		32,921	.....	.....	Included	in Schedule		No. 1	for Will	County.		.....	.....
Side & second tracks & turn-outs, 4,344 ft., listed at		4,344	.....	.....	Included	in Schedule		No. 1	for Will	County.		.....	.....
225 A strip of land extending on each side of said railroad-track and embra-													

cing the same, together with all improvements and stations thereon; commencing at the point where the railroad-track crosses the northern boundary-line of Joliet Township, north of the city of Joliet in entering the same, and extending to the point where the track crosses the north boundary-line of section 16 in entering the same.										
Whole sec. 3, T. 35, R. 10 ..... 300 25										
The above embraces all the property in Joliet Township denominated by the State revenue law "railroad-track," which was listed at the aggregate value of right of way	300 25	.....	.....	Included	in Sch	edule	No. 1	for W	ill Coun	ty. .....
Main track listed at	5,811	.....	.....	Included	in Sch	edule	No. 1	for W	ill Coun	ty. .....
A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon; commencing at the point where the railroad-track crosses the north line of Cassiday's addition in entering the city of Joliet, and extending to the point where the track terminates in said city of Joliet.										
Part N. ½ N. W. ¼ N. W. ¼ sec. 10, T. 35, R. 10 ..... $33 00										
All that portion of the last part of lot 5, in block 14, in East Joliet, that lies east of a line 25 feet west of the center line of the J. & C. R. R 25										
The above embraces all the property in the city of Joliet denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of right of way	58	.....	.....	Included	in Sch	edule	No. 1	for W	ill Coun	ty. .....
Main track, 10,560 feet, listed at	10,560	.....	.....	Included	in Sch	edule	No. 1	for W	ill Coun	ty. .....
Side or second tracks and turn-outs, 26,905 ft., listed at	26,905	.....	.....	Included	in Sch	edule	No. 1	for W	ill Coun	ty. .....
Proportionate value of capital stock distributed to Will County	.....	.....	.....	Included	in Sch	edule	No. 1	for W	ill Coun	ty. .....

SCHEDULE No. 4.—*Property leased of the St. Louis, Jacksonville & Chicago R. R. Co.*

Description.	Value as listed by railroad company.	Value as assessed by town or county board.	Value as corrected & equalized by county bd.	Value as assessed by State board of equalization.	Rate per cent. fixed by bd. of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special tax.	Total tax.
226 MCLEAN COUNTY.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
SCHEDULE A.—*Railroad-track.*												
A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad-track crosses the *the* track of the main line of the Chicago & Alton R. R. Co. in the city of Blomington, and extending to the point where the track crosses the western boundary of Allin Township in leaving the same.												
The above embraces all the property of the St. Louis, Jacksonville & Chicago Railroad Co. in McLean County denominated by the State revenue-law "railroad-track," which was listed at the aggregate value—												
Right of way, listed at $3,331 80; improvements, $600	3,931 80	}										
Main track, listed at	62,978 40	}					Included in Schedule No. 1 for McLean County.					
Side, second track, & turn-out, listed at	1,853 60	}										
SCHEDULE B.												
Proportion of rolling-stock distributed in McLean Co							Included in Schedule No. 1 for McLean County.					
SCHEDULE C.												
Personal property other than rolling-stock	None.											
Proportionate share of capital stock distributed in McLean County							Included in Schedule No. 1 for McLean County.					
227 TAZEWELL COUNTY.												
SCHEDULE A.—*Railroad-track.*												
A strip of land extending on each side of said railroad-track and embracing the same, together with all the stations and improvements thereon, commencing at the point where said railroad-track crosses the eastern boundary-line of Little Mackinaw Township in entering said county, and extending to the point where the track crosses the southern boundary-line of Delavan Township in leaving the same, containing 210.18 acres; as follows, to wit:												

The above embraces all the property in Tazewell County denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of—				
Right of way, $3,952.72; improvements, $2,000	5,952 72	.....	.....	Included in Schedule No. 1 for Tazewell County.
Main track, listed at	85,808	.....	.....	Included in Schedule No. 1 for Tazewell County.
Side & second tracks & turn-outs, listed at	5,897 60	.....	.....	Included in Schedule No. 1 for Tazewell County.
SCHEDULE B.				
Proportion of rolling-stock distributed to Tazewell Co	.....	.....	.....	Included in Schedule No. 1 for Tazewell County.
SCHEDULE C.				
Personal property other than rolling-stock	100 00	.....	.....	Included in Schedule No. 1 for Tazewell County.
Proportionate share of capital stock distributed to Tazewell County	.....	.....	.....	Included in Schedule No. 1 for Tazewell County.
228 LOGAN COUNTY.				
SCHEDULE A.—*Railroad-track.*				
A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where said railroad-track crosses the northern boundary-line of Prairie Creek Township in entering said county, and extending to the point where the track crosses the western boundary-line of said township in leaving the same.				
The above embraces all the property of the St. Louis, Jacksonville & Chicago Railroad Company in Logan County, denominated by the State revenue-law "railroad-track" which was listed at the aggregate value of—				
Right of way	$162 10	.....	.....	Included in Schedule No. 1 for Logan County.
Main track listed at	5,648 00	.....	.....	Included in Schedule No. 1 for Logan County.
Side & second tracks & turn-outs listed at	None.	.....	.....	.....
SCHEDULE B.				
Proportion of rolling-stock distributed to Logan Co	.....	.....	.....	Included in Schedule No. 1 for Logan County.
SCHEDULE C.				
Personal property other than rolling-stock	None.	.....	.....	.....
Proportionate share of capital stock distributed to Logan County	.....	.....	.....	Included in Schedule No. 1 for Logan County.
229 MASON COUNTY.				
SCHEDULE A.—*Railroad-track.*				
A strip of land extending on each side of said railroad-track and embracing the same, together with all the stations and improvements thereon, commencing at the point where said railroad-track crosses the eastern boundary-line of Allen's Grove Township in entering said county, and extending to the point where the track crosses the southern boundary-line of Mason City Township in leaving the same, containing 150.09 acres, as follows, to wit:				

SCHEDULE No. 4—Continued.

Description.	Value as listed by railroad company.	Value as assessed by town or county assessor.	Value as corrected and equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*De*						
The above embraces all the property in Mason County, denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of—												
Right of way	5,300 90			23,040			198 15	110 23	530 72	412 82	769 08	2,021 60
Main track, 67,688 feet, listed at	54,150 40			53,236								
Side or second tracks and turn-outs, 8,295 feet, listed at	7,116			6,287								
SCHEDULE B.												
Proportion of rolling-stock distributed to Mason Co	18,275 76			29,948			71 88	39 44	192 82	149 74	279 03	732 91
SCHEDULE C.												
Personal property other than rolling-stock	225	325	325	273		16%	65	3 38	3 39	1 36	3 25	12 03
Proportionate share of capital stock distributed to Mason County				178,770			429 04	244 44	1,205 59	893 85	1,665 15	4,438 07
Total taxes on all property above described	85,068 06			291,554			699 72	397 49	1,932 52	1,457 72	2,716 51	7,204 01

230 MENARD COUNTY.

SCHEDULE A.—*Railroad-track.*

A strip of land extending on each side of said railroad-track, and embracing the same, together with all the stations and improvements thereon, commencing at the point where said railroad track crosses the northern boundary-line of the town of Greenview in entering said county, and extending to the point where the track crosses the southwest boundary-line of the town of Tallula in leaving the same, containing 252.81 acres, as follows, to wit:												
Harris' addition to Petersburg:												
Lots 5 & 6 in block 9	100											
A strip of land, 100 feet wide, with railroad track in center, through block 2 in N. E. cor. N. W. ¼ N. E. ¼ sec. 14, T. 18, R. 7	100											
A strip of land, 60 feet wide, with R. R. track in center, through Cowgill's addition	75											
A strip of land, 100 feet wide, with railroad track in center, through Brown's addition	100											

A strip of land, 100 feet wide, with railroad-track in center, through Bennett's addition	100											
Village of Tallula:												
Lots 1, 2, 3, 4, 5, & 6 in block 17; also lots 9 & 11, block 16	200											
The above embraces all the property in Menard County denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of—												
Right of way	5,567 15			4,166			100 37	64 16	331 78	83 67	137 54	717 52
Main track, 122,408 feet, listed at	97,926 40			96,272			231 07	53 76	649 32	192 58	360 74	1,513 99
Side or second tracks and turn-outs, 4,570 feet, listed at	3,663 20			3,237			7 77	12 28		6 47		
Amt. carried for'd	107,156 75			141,175			339 21	130 20	981 10	282 72	498 28	2,231 51
Amt. bro't forward	107,156 75			141,175			339 21	130 20	981 10	280 72	498 28	2,231 51
The assessor of the town of Tallula entered in his assessment book the following lots in said town embraced in the property above described as railroad-track, with the following valuations:												
Village of Tallula:												
Lots 1, 2, 3, 4, 5, & 6, in block 17; also lots 9 & 11, block 16		110	110	73		33	19	38	73	16	19	1 65
SCHEDULE B.												
Proportion of rolling-stock distributed to Menard Co	33,050 16			54,159			129 99	30 24	375 12	108 34	198 52	842 21
SCHEDULE C.												
Personal property other than rolling-stock	100	170	170	112		34	27	56	95	22	44	2 44
Proportionate share of capital stock distributed to Menard Co				323,289			775 92	180 54	2,250 74	646 60	1,185 07	5,038 87
Total valuations of property above described	140,306 91			518,808			1,245 28	341 92	3,608 64	1,038 04	1,882 56	8 116 68

232 SANGAMON COUNTY.

SCHEDULE A.—*Railroad-track.*

A strip of land extending on each side of said railroad-track, and embracing the same, together with all stations and improvements thereon, commencing at the point where the track crosses the northwest boundary-line of Cartwright Township in entering the same, and extending to the point where the track leaves said township, at the northwest corner of the same.												
Right of way listed at	58 40			Included in Schedule No. 1 for Sangamon County.								
Main track listed at	1,540			Included in Schedule No. 1 for Sangamon County.								
SCHEDULE B.												
Proportion of rolling-stock distributed to Sangamon Co				Included in Schedule No. 1 for Sangamon County.								
SCHEDULE C.												
Personal property other than rolling-stock	None.											
Proportionate share of capital stock distributed to Sangamon County				Included in Schedule No. 1 for Sangamon County.								

SCHEDULE No. 4—Continued.

	Description.	Value as listed by railroad company.	Value as assessed by town or county board.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by bd. of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
233	CASS COUNTY.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
	SCHEDULE A.—*Railroad-track.*												
	A strip of land extending on each side of said railroad-track and embracing the same, together with all the stations and improvements thereon, commencing at the point where the said railroad-track crosses the eastern boundary-line of Lancaster Township in entering said county, and extending to the point where the track crosses the southern boundary-line of said township in leaving the same, containing 32.45 acres, as follows, to wit:												
	The above embraces all the property in Cass County denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of—												
	Right of way	949			4,354			36 84	88 12	158 15	92 10	9 20	384 41
	Main track, 12,787 feet, listed at	10,229 60			10,063								
	Side or second tracks and turn-outs, 1,320 ft., listed at	1,056			933								
	SCHEDULE B.												
	Proportion of rolling-stock distributed to Cass Co	3,452 49			5,653			13 57	35 27	55 34	33 90	3 40	141 48
	SCHEDULE C.												
	Personal property other than rolling-stock	25	25	25	24		5	06	26	29	16	02	79
	Proportionate share of capital stock distributed to Cass Co				337 70			81 05	210 49	330 61	202 62	20 26	845 03
234	MORGAN COUNTY.	15,712 09			54,794			131 52	334 14	544 39	328 78	32 88	$1,371 71
	SCHEDULE A.—*Railroad-track.*												
	A strip of land extending on each side of said railroad-track and embracing the same, together with all the stations and improvements thereon, commencing at the point where said railroad-track crosses the northern boundary-line of Ystesville Township in entering said county, and extending to the point where the track crosses the section-line of section 16, at the N. E. cor. of the N. E. ¼ of said section in entering the city of Jacksonville, containing 168.67 acres, as follows, to wit:												

The above embraces all the property of the St. Louis, Jacksonville & Chicago Railroad Company in Morgan County lying north of the corporate limits of the city of Jacksonville, denominated by the State revenue-law "railroad-track," which was listed by said company at the aggregate value of $2,605 05, improvements, $300	2, 905 05
Main track listed at	57, 734 40
Side & second tracks and turn-outs listed at	2, 244 80
Also, a strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad-track crosses the north line of the S. E. ¼ of section 16, township 15 north, range 10 west, in entering the city of Jacksonville and extending to the point where the track crosses the half-section line of section 28, T. 15 N., R. 10 W., in leaving said city, described as follows:	
Part of lots 21 and 42 as designated on school-plat of section 16, T. 15 N., R. 10, bounded as follows: Beginning at a stake on the west line of the public road leading from Jacksonville to Princeton, distant 1½	
235 chains north from the south line of said lot No. 21; thence running west to a stake on the east line of the St. Louis, Jacksonville & Chicago R. R.; thence northwardly to a point in said lot 42, which is at the intersection of the east line of the said railroad with the west line of the public road aforesaid, and thence south to the place of beginning, containing 2.62 acres, more or less	750 00
100 feet through lots 21 & 22 in S. E. ¼ sec. 16, T. 15, R. 10	
100 " " pt. lot 42 " " " " " "	
100 " " lot 19 " S. W. ¼ " " " "	2, 000 00
100 " " lot 18 " pt. S. E. ¼ " " " "	
100 " " " 17 " " " " " "	
All that part of the N. W. ¼ of the N. E. ¼ of section 21, in township 15 N., R. 10 west, which lies north of the Toledo, Wabash & Western R. R. and west of a line parallel with the St. Louis, Jacksonville and Chicago R. R., 18 feet east of the center line of the same as now situated, except streets	600 00
Part of lot number 43 in Bibb's second addition to the town of Jacksonville, described as follows: Beginning at the southeast corner of said lot No. 43; thence running north 115 feet; thence in a southwestwardly direction 97½ feet to the west line of said lot; thence south 47 feet to the southwest corner of said lot; and thence in an easterly direction parallel with the Toledo, Wabash & Western Railroad, and distant 50 feet from center line of said last-mentioned railroad, 81 feet, to place of beginning	300 00
A fractional piece or part of lots 19 & 20 in Richard Bibb's 2d addition, described as follows: All that certain piece or parcel of said lots, commencing at a stake on the east line thereof, distant 137 feet north from the S E. corner of said lot No. 19 aforesaid; thence running north with the E. line of said lots to the N. E. corner of said lot No. 20; thence westwardly with the N. line of lot No. 20, 95 feet to a stake; and thence southe stwardly in a direct line to place of beginning	50 00
236 A tract of land described as follows: Beginning at a point on the south line of Lafayette avenue, in the city fo Jacksonvile, 18 feet east of the center line of the St. L., J. & C. R. R.; thence running east on the south line of Lafayette ave. 48 feet; thence running south on a line	

SCHEDULE No. 4—Continued.

Description.	Value as listed by railroad company.	Value as assessed by town or county assessors.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent fixed by board of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
parallel with the center of the main track of the St. L., J. & C. R. R. to the north line of the right of way of the Toledo, Wabash & Western R. R.; thence running westerly on the said north line of the right of way of the said T., W. & W. Railway Co., to the east line of the right of way of the St. Louis, Jacksonville & Chicago R. R. Co.; thence running north on the east line of the right of way of the St. Louis, J. & C. R. R. Co., to the place of beginning	1,200											
Also, the undivided one-half of a tract of land described as follows: Beginning at a point on the north line of State street, at its intersection with Illinois avenue, 81 feet and 11 inches west of the center of the main track of the St. Louis, Jacksonville & Chicago R. R. Co., running thence in a northerly direction parallel with the track of the said railroad 924 feet to the south line of the right of way of the Toledo, Wabash & Western R. R.; thence eastwardly along said south line 4 feet and 6 inches; thence southwardly 240 feet; thence eastwardly 20 feet; thence southwardly 649 feet and 4 inches to the north line of State street; thence westwardly 30 feet along the north line of said State street, to the place of beginning	400											
Also a piece of land described as follows: Beginning at a point on the north line of State street, 30 feet east from the S. W. corner of the piece of land first above described, thence running eastwardly along the said north line of State street 74 feet to a point; thence north parallel with the center line of the St. L., J. & C. R. R. to the south line of the right of way of the T., W. & W. R. R.; thence westwardly along said south line of right of way 102 feet; thence south 240 feet; thence east 20 feet; thence south parallel with the center line of the St. L., J. & C. R. R., and distant from same 56 feet, to the place of beginning	1,100											
237 Also a tract of land described as follows: Beginning at a point on the north line of State street, in the city of Jacksonville, 22 feet and 1 inch east of the center of the main track of said railroad, running thence northwardly parallel with said railroad-track to the south line of the right of way of the Toledo, Wabash & Western Railway; thence eastwardly along said south line 44 feet, to wit, to a point 44 feet distant in a line drawn at right angles with the line first above run; thence southwardly parallel with the St. Louis, Jacksonville & Chicago R. R. to the north line of State street, and thence westwardly 44 feet to place of beginning	600											
Mather & Newman's addition: Lot No. 3	500											

24 feet in width off the east side of lot 12, }												
20 " " " " " west " " " 13, }	100											
The right of way of 66 feet in width, for so much of said road as is constructed through the following pieces, parcels or lots of land, to wit:												
S. E. ¼ of section 21, township 15, N., R. 10 west, and lying east and adjoining of out-lot No. 2, and blocks Nos. 5, 6, & 7 of Chamber's 2d addition to Jacksonville	1,000											
West side of N. E. ¼ section 28, T. 15, N., R. 10 W	1,600											
The above embraces all the property in the city of Jacksonville, denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of—												
Right of way, $10,200; imporvements, $3,500	13,700											
Main track, listed at	8,506 40											
Side & second tracks & turn-outs	8,776 80											
Total valuation of right of way, improvements, main track, and side & second tracks & turn-outs in city of Jacksonville	30,983 20											
238 A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad-track crosses the half-section line of section 28, township 15 N., R. 10 W., in said county in leaving the city of Jacksonville, and extending to the point where the track crosses the western boundary-line of Morgan County in leaving the same.												
Original town plat of Murrayville, lots 31 and 32	$100											
The above embraces all the property lying south of the corporate limits of the city of Jacksonville denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of—												
Right of way, $1,913 50; improvements, $500	2,413 50											
Main track listed at	54,768											
Side & second tracks & turn-outs listed at	3,414 40											
Total valuation of right of way, improvements, main track, side & second tracks & turn-outs in Morgan County lying south of city of Jacksonville	60,595 90											
Total valuations in county:												
Right of way & improvements	19,018 55			51,488	}							
Main track	121,008 80			118,964	}		439 69	28 00	789 87	1,392 38	731 83	
Side & second tracks & turn-outs	14,436			12,755	}							
The county assessor entered in his assessment-book the following lots and lands in said county embraced in the property above described as "railroad-track," with the following valuations:												
Lot. 3, Mather & Newman's addition to Jacksonville		1,600		1,776		11						
Part of lot No. 43, in Bibb's 2d addition to Jacksonville described as follows: Beginning at the southeast corner of said lot No. 43, thence running north 115 feet, thence in a southwestwardly direction												

SCHEDULE No. 4—Continued.

SCHEDULE No. 4—Continued.

Description.	Value as listed by railroad company.	Value as assessed by town or county assessor.	Value as corrected & equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization.		State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Add.*	*Ded.*						
239 Bro't forward..	154,463 35	1,600	.....	184,983	.....	.....	439 69	28 00	789 87	1,392 38	731 83	3,381 77
97½ feet to the west line of said lot; thence south 47 feet to the southwest corner of said lot, and thence in an easterly direction parallel with the T., W. & W. R. R., and distant 50 feet from center line of said last-mentioned R. R., 81 feet to place of beginning.....	.....	300	.....	333	11	.....						
A fractional piece or part of lots 19 & 20 in Richard Bibbs' 2d addition, described as follows: All that certain piece or parcel of said lots commencing at a stake on the east line thereof distant 137 feet north from the southeast corner of lot 19 aforesaid; thence running north with the east line of said lots to the northeast corner of said lot No. 20	.....	300	.....	333	11	.....	3 62	.....	.....	11 48	31 66	.....
Lot 31, town of Murrayville	.....	170	.....	188	11	.....	.....	85	.....	.....	.....	.....
Pt. lot No. 16, section 16, T. 15, R. 10.....	.....	1,200	.....	1,510	26	.....	6 32	.....	.....	19 98	55 03	.....
Total assessed twice	.....	3,570	.....	4,140	.....	.....	.....	.....	.....	.....	.....	128 94
SCHEDULE B.												
Proportion of rolling-stock distributed to Morgan County	40,847 47	.....	.....	66,925	.....	.....	160 62	10 97	288 35	508 63	282 66	1,251 23
SCHEDULE C.												
Personal property other than rolling-stock	200	200	200	190	.....	5	46	03	.....	1 44	56	2 49
Proportionate share of capital stock distributed to Morgan County.....	.....	.....	.....	399,492	.....	.....	958 77	61 01	1,720 92	3,036 15	1,564 72	7,341 57
SCHEDULE D.												
Lot No. 49, village of Prentice ..... $50 (No tax extended).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total tax on property above described.....	195,503 82	.....	.....	658,094	.....	.....	1,569 48	140 86	2,799 14	4,970 06	2,666 46	12,106 00

240 **SCOTT COUNTY.**												
SCHEDULE A.—*Railroad-track.*												
A strip of land extending on each side of said railroad-track and embracing the same, together with all the stations and improvements thereon, commencing at the point where said railroad-track crosses the eastern boundary-line of Manchester Township in entering said county, and extending to the point where the track crosses the southern boundary-line of said township in leaving the same, containing 34.69 acres:												
Right of way & main, second, and side tracks, &c	18,422			23,759			57 02	25 08	99 79	277 98		459 87
SCHEDULE B.												
Proportion of rolling-stock distributed to Scott County	5,431			8,899			21 36	8 67	37 38	104 12		171 53
SCHEDULE C.												
Personal property other than rolling-stock	25	25	25	23		7	06	08	10	27		51
Proportionate share of capital stock distributed to Scott County				53,121			127 50	51 85	223 11	621 52		1,023 98
												1,655 89
							Back taxes of 1869 &			interest		281 88
Total taxes against company in Scott County	23,878			85,802			205 94	85 68	360 38	1,003 89		$1,937 77
241 **GREENE COUNTY.**												
SCHEDULE A.—*Railroad-track.*												
A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where said railroad-track crosses the northern boundary-line of Mineral Springs Township in entering the same, and extending to the point where the track crosses the southern boundary-line of Kane Township in leaving the same.												
The above embraces all the property of the St. Louis, Jacksonville & Chicago Railroad Company in Greene County, denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of:												
Right of way, $4,187.50; improvements, $3,300	7,487 50			Included in Schedule No. 1 for Greene County.								
Main track listed at	107,264			Included in Schedule No. 1 for Greene County.								
Side & second tracks & turn-outs listed at	8,152			Included in Schedule No. 1 for Greene County.								
SCHEDULE B.												
Proportion of rolling-stock distributed to Greene County				Included in Schedule No. 1 for Greene County.								
SCHEDULE C.												
Personal property other than rolling-stock				Included in Schedule No. 1 for Greene County.								
Proportionate share of capital stock distributed to Greene County				Included in Schedule No. 1 for Greene County.								

SCHEDULE No. 4—Continued.

Description.	Value as listed by railroad company.	Value as assessed by town or county assessor.	Value as corrected and equalized by county board.	Value as assessed by State board of equalization.	Rate per cent. fixed by board of equalization.	State tax.	Corporation tax.	All school taxes.	County tax.	Special taxes.	Total tax.
242 JERSEY COUNTY.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Add.* *Ded.*						
SCHEDULE A.—*Railroad-track.*											
A strip of land extending on each side of said railroad-track, and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad-track crosses the northern boundary-line of Jerseyville Township, in entering said county, and extending to the point where the track crosses the southern boundary-line of Delhi Township in leaving the same: Jerseyville: Geo. W. Burke's 2d addition— Lots 2, 3, 6, 7, & 8, in block 5; " 1 & 4, " " 10; " 5, 6, 7, 8, & 9, " " 19; All that part which lies west of the road-way of said R. R. of lots 20, 21, & 22, in block 20	$750 00			720	4	1 73	2 16	10 80	1 44	3 60	19 73
The above embraces all the property of the St. Louis, Jacksonville & Chicago Railroad Company, in Jersey County, denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of—											
Right of way, $2,996.25; improvements, $800	3,796 25			Included in Schedule No. 1 for Jersey County							
Main track listed at	59,456			Included in Schedule No. 1 for Jersey County							
Side & second tracks & turn-outs listed at	2,484 80			Included in Schedule No. 1 for Jersey County							
SCHEDULE B.											
Proportion of rolling-stock distributed to Jersey County				Included in Schedule No. 1 for Jersey County							
SCHEDULE C.											
Personal property other than rolling-stock				Included in Schedule No. 1 for Jersey County							
Proportionate share of capital stock				Included in Schedule No. 1 for Jersey County							

MADISON COUNTY.

SCHEDULE A.—*Railroad-track.*

A strip of land extending on each side of said railroad-track and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad-track crosses the northern boundary-line of Monticello Township, in entering the same, and extending to the point where the track terminates in the village of Monticello, in said township, described as follows:

The above embraces all the property in Madison County, denominated by the State revenue-law "railroad-track," which was listed at the aggregate value of—			
Right of way	626 80		Included in Schedule 1 for Madison County.
Main track listed at	13, 248 80		Included in Schedule 1 for Madison County.
Side, second tracks, & turn-outs	None.		
SCHEDULE B.			
Proportion of rolling-stock			Included in Schedule 1 for Madison County.
SCHEDULE C.			
Personal property other than rolling-stock	None.		
Proportionate share of capital stock			Included in Schedule 1 for Madison County.

244 SCHEDULE No. 5.—*Louisiana and Missouri River Railroad Company.*

A strip of land each side of said railroad-track, controlled by Chicago and Alton Railroad Company, and embracing the same, extending from Louisiana, in the State of Missouri, to Mexico, in the same State, and from thence to Cedar City, in said State; whole distance 100.8 miles = 532,224 feet.

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245 SCHEDULE No. 6.

Rolling-stock belonging to or controlled by the Chicago and Alton Railroad Comp'y May 1, 1874, used and employed upon the lines of railway described in Schedules 1, 2, 3, 4, & 5, in part, in the States of Illinois and Missouri, respectively.

	No.	Av'ge value.	Total listed value.
Locomotives, all classes	155	2,600	403,000
Passenger-cars, all classes	57	1,220	69,537
Sleeping & dining cars			
Express-cars	7	400	2,800
Baggage-cars	17	400	6,800
House-cars	1,572	160	251,520
Cattle-cars	537	150	80,550
Coal-cars	23	300	6,900
Platform-cars	753	125	94,125
Wrecking-cars	6	400	2,400
Pay-cars	1	4,500	4,500
Hand-cars	100	15	1,500
All other kinds of cars	50	10	500
			924,132

Length of main track on which said rolling-stock is used in Illinois	547.14 miles,	2,888,904 feet
" " " " " elsewhere	100.08 "	533,808 "
Proportion of above listed value to be taxed in Illinois		$780,000
" " " not taxable in Illinois		144,128
Total		924,132

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246 SCHEDULE No. 7.

At a special meeting of the board of directors of the Chicago and Alton Railroad Company, held at the office of the company in Chicago, Illinois, on the 14th day of January, A. D. 1875, pursuant to call, and due notice given to all the members, in accordance with the requirements of the by-laws of said company, the following communication was presented and read, to wit:

NEW YORK, *January* 4, 1875.

To the board of directors of the Chicago & Alton Railroad Company:

GENTLEMEN: We are the owners of 537 shares of stock of said company, and as such owners claim that its funds shall not be paid out in defraying illegal exactions. The action of the officers of the State of Illinois in assessing the property, stock, and franchises of the Chicago and Alton Railroad Company for taxation for the year 1874,

and the levy of the taxes for that year, is, in our judgment, clearly illegal and ruinous to the company. We understand that the respective officers authorized by law to collect taxes , and that you contemplate paying the same out of the funds of the company, in order to prevent the levy upon and sale of the property of the company.

You are hereby notified that we shall hold you and the company responsible for any use of the funds of the company for that purpose; and we hereby request you to institute proceedings forthwith to restrain the collection of such illegal taxes.

(Signed) M. K. JESUP, PATON & CO.

After full and careful consideration of said communication, it was, on motion of George Straut, esq., seconded by John R. Drake, esq.,

Resolved, That we fully concur in the views expressed by M. K. Jesup, Paton & Co., in their communication to the board, dated January 4, 1875, relative to the illegality of the assessment of the property, stock, and franchises of the company, and the levy of taxes thereon, but in consideration of obstacles in the way of testing the validity of such assessments and levy in the courts of the State of Illinois, we decline to take the action which we are called upon by them to take.

I, William M. Larrabee, secretary of the Chicago and Alton Railroad Company, do hereby certify that the foregoing communication and resolution are true copies from the records of the proceedings of the board of directors of said company.

In witness whereof I have hereunto signed my name officially and affixed the corporate seal of said company, this 14th day of January, A. D. 1875.

[L. S.] (Signed) W. M. LARRABEE, *Secretary.*

(Indorsed:) No. 701. Clerk's exhibit No. 4. Supreme Court of the United States, October term, A. D. 1875. Henry B. Miller and other county collectors, appellant, *vs.* Morris K. Jessup et al., appellees. Exhibits consisting of Schedules Nos. 1, 2, 3, 4, 5, 6, & 7, filed with bill of complaint in circuit court, and referred to in said bill. Also the masters' report of testimony and exhibits referred to in such report, and agreed statement of facts referred to in certificate to the transcript of record. Filed 13th October, 1875.

(Indorsement on cover:) No. 701. Henry B. Miller, collector of Cook County, Illinois, et al., *vs.* Morris K. Jessup, et al. N. Illinois, C. C. U. S. Filed 13th October, 1875.

No. 701.

SUPREME COURT OF THE UNITED STATES.

OCTOBER TERM, A D 1875.

Henry B. Miller, et al., County Collectors,

APPELLANTS,

Vs.

Morris K. Jessup, et al.

APPELLEES.

BRIEF AND ARGUMENT FOR APPELLANTS.

JAMES K. EDSALL,

Attorney General of Illinois,

FOR APPELLANTS.

SPRINGFIELD:

STATE JOURNAL BOOK AND STEREOTYPE ROOMS.

1876.

IN THE SUPREME COURT OF THE UNITED STATES.

OCTOBER TERM, A. D. 1875.

HENRY B. MILLER, and others, County Cllectors, *Appellants*,

vs.

MORRIS K. JESSUP, JOHN PATON, D. A. LINDLEY and E. K. GOODNOW, *Appellees.*

STATEMENT OF THE CASE.

The appellees above named, citizens of the State of New York, on the 3d day of February, 1875, filed their bill of complaint in the Circuit Court of the United States for the Northern District of Illinois, in which (as subsequently amended) the appellants, Henry B. Miller, collector of Cook county; James W. Martin, collector of Will county; John Anderton, collector of Grundy county; Joseph H. Stitt, collector of Livingston county; Joseph Ream, collector of Logan county; Joseph Dennison, collector of McLean county; Edward R. Perkins, collector of Sangamon county; John W. Wells, collector of Macoupin county; A. H. Barrett, collector of Jersey county; James T. Cooper, collector of Madison county; Samuel W. Raymond, collector of La Salle county; Hanson J. DePue, collector of Marshall county; Ayers M. Whittaker, collector of Woodford county; Thomas Cooper, collector of Tazewell county; Francis M. Bridges, collector of Greene county; David Hollis, collector of Pike county; Herman G. Weber, collector of St. Clair county; Samuel Bivens, collector of Mason county; Wolfgang Feulner, collector of Menard county; William Epler, collector of Cass county; Irvin Dunlap, collector of Morgan county; Robert A. Blair, collector of

Scott county, together with the Chicago and Alton Railroad Company, were made defendants.

The prayer of the bill is, that the defendant county collectors be enjoined from collecting, and that the defendant railroad company be restrained from paying, out of the property of the Chicago and Alton Railroad Company, the State, county and other municipal taxes assessed against the property of the railroad company, under the laws of Illinois, for the year 1874. The bill appears in the printed record, pages 2 to 14.

The answer of the defendant county collectors, who are the appellants in this court, appears in the printed record, pages 22 to 28.

The cause was heard upon the bill, answer, replication and proofs, including an agreed statement of facts, the latter appearing in the printed record, pages 54 to 56.

We submit the following as a condensed statement of the material points in the case, as disclosed by the record:

1. The Chicago and Alton Railroad Company is a corporation organized under the laws of Illinois, with a capital stock of $11,355,300, all of which has been subscribed and paid up. The shares of stock of the company, in the hands of the shareholders, so far as placed upon the market, were saleable at par on the 1st day of May, 1874, the date of the assessment. (Printed record, p. 59.)

2. The funded debt of the company for which its interest bearing bonds were outstanding, amounted to $[illegible]. Printed Record pp 25-60

The greater portion of these bonds, as well as the shares of stock, were owned by non-residents of Illinois.

3. The Chicago and Alton Railroad Company not only owned and operated its own railroad in the State of Illinois, but also three other railroads in that State, viz: the Joliet and Chicago railroad, the Alton and St. Louis railroad, and the St. Louis and Jacksonville railroad, and also the Louisiana and Missouri railroad, in Missouri, under leases conferring upon said Chicago and Alton Railroad Company the right to operate said leased lines and to use and exercise the franchises of said other railroad companies. The said Chicago and Alton Railroad Company was legally and justly bound to pay the Federal, State, county and other municipal taxes assessed upon the property of said leased roads. (Printed record, p. 4.)

4. Under the laws of Illinois, the State Board of Equalization are required to assess the greater portion of the property of railroad corporations for taxation under the statutory designations, "Rolling Stock," "Railroad Track," and "Capital Stock,"—the latter including the franchises of the corporation; while the tangible personal property and real estate, other than "Rolling Stock" and "Railroad Track," is required to be assessed by the respective town or county assessors, where such property is situated.

5. The company returned the aggregate listed value of its rolling stock at $924,132. The total length of road upon which such rolling stock was used, was 3,422,712 feet, of which, 2,888,904 feet were in Illinois, and 533,808 feet in Missouri, (printed record, p. 58,) leaving the listed value of the rolling stock for the portion of the road in Illinois, $780,004. (*Ib.* p. 9.) The State board assessed the proportion of the rolling stock pertaining to the road in Illinois at $1,278,188, and distributed the same to the various counties in the proportion that the number of miles of main track in each bore to the length of the entire track in the State. (See printed record, p. 9, and Proceedings of State Board of Equalization for 1874, p. 69.)

6. The company returned the aggregate listed value of the property designated "Railroad Track," at $3,164,461.62, "which," the bill avers, "was distributed to the several counties in which the said railroad track was located, according to the value of the same in each of said counties." (See printed record, p. 8.)

The State board assessed the "Railroad Track" of the company at $3,255,427, (*Ib.* p. 8,) and distributed the same to the counties as required by the statute, that is to say, the valuation placed upon the "right of way" and main track was distributed to the various counties in the State in the ratio that the number of miles of main track in each county bore to the entire length of the main track in the State. The side, or second tracks, and buildings, or other improvements "on the right of way," were returned by the company and assessed by the State board separately, and assigned to the various counties where the same were situated, although, in making up the aggregate assessment under the designation "Railroad Track," the same were distributed to the several counties under that title. (Proceedings of the State Board for

1874, p. 69.) It appears from the bill, that the company returned the listed value of its second or side tracks, etc., at $370,052.80, and that the State board assessed the same at a *less amount*, viz: $275,883. (Printed record, p. 8.

7. The State board also assessed the "capital stock" of the company, including its franchises over and above the assessed value of its tangible property, at $7,629,829, which was distributed among the counties in the proportion that the number of miles of main track in each bore to the entire length of the same in the State.

8. The local, town and county assessors assessed the personal property of the company, other than "rolling stock," found within their several jurisdictions, at the aggregate sum of $————, and also assessed the real estate of the corporation, other than that designated by the statute "Railroad Track," found within their respective towns and counties, at the aggregate of $————, the total assessment or valuation of these two last items assessed by the local assessors, being $755,552. The town assessors made such assessment in counties under township organization, and the county assessors in the other class of counties. The entire assessment or valuation made by the State board and local assessors was $13,134,879. (Printed record, p. 24.)

As we understand the frame of the bill, the assessment is claimed to be invalid, and the collection of the taxes sought to be enjoined, upon the following alleged grounds:

First. That the statute creating the State Board of Equalization, and which authorizes it to make such assessment of railroad property, and to equalize the assessments of property made by the local, town and county assessors, is repugnant to the Constitution of the State, and therefore void.

Second. That the State board had no power to increase the valuation of the property made by the company in its returns to the Auditor, without first notifying the company of its intention so to do.

Third. That the mode of distributing the aggregate valuation of the property assessed under the designations, "Rolling Stock," "Railroad Track," and "Capital Stock," among the various counties, was such as might transfer the value of property situate in one county, for taxation in another, and thus violates the Constitution of the State.

Fourth. That the proper construction of the provision of the statute relative to the assessment of the "capital stock, including the franchise," of the corporation, is, that the shares of stock owned by the stockholder is required to be assessed, (and not the capital or property of the corporation,) and that, inasmuch as the greater portion of the stockholders were non residents of the State, such assessment is invalid, for the reason that the owners of the shares of stock are not within the jurisdiction of the State.

Fifth. It is alleged that, in the assessment of the capital stock, including the franchise of the company, the State board took into consideration, not only the debt of the Chicago and Alton Railroad Company, but certain bonded debts of the said Joliet and Chicago Railroad Company, and the St. Louis, Jacksonville and Chicago Railroad Company, and the capital stock of the Joliet and Chicago, the St. Louis, Jacksonville and Chicago, and the Alton and St. Louis, railroad companies.

Sixth. That the property assessed by the local, town and county assessors as real estate other that "railroad track," was returned by the company and assessed by the State board as a part of the railroad track, and was thus subjected to double taxation.

Seventh. That the principal office of the company was at Chicago, in Cook county, and that the *situs* of its rolling stock was at that place and could not be taxed elsewhere, or at other points along its line where it was habitually used.

So far as these propositions are based upon averments of matters of fact, the same are denied in the answer, and we shall hereafter show are not supported by proofs, except as to certain matters, which will be indicated in their proper place.

It is averred in the bill that the complainants are citizens of the State of New York; that they are the owners of certain shares of stock in the Chicago and Alton Railroad Company; that they requested the directors of the company to take proceedings to restrain the collection of the taxes in question; that thereupon the directors adopted the following resolution: "*Resolved*, That we fully concur in the views expressed by M. K. Jessup, Paton & Co., in their communication to the board, dated January 4, 1875, relative to the illegality of the assessment of the property, stock and franchises of the company, and the levy of taxes thereon;

but in consideration of the obstacles in the way of testing the validity of such assessments and levy in the courts of the State of Illinois, we decline to take the action which we are called upon by them to take." (Printed record, pp. 13 to 127.)

It is averred in the answer that the pretended request of complainants and refusal of the board of directors was, in fact, but a colorable collusive and fraudulent device, resorted to by complainants and said board of directors, to escape litigating the questions in the courts of Illinois, to whose jurisdiction the same appropriately belong, and to transfer the same to the Federal court, with the hope thereby to secure a decision of the questions arising under the Constitution and Statutes of Illinois more favorable to said company than could be obtained in the State courts. As a circumstance in proof of this charge, defendants state that it appears from the record that this suit is prosecuted by the General Solicitor of the Chicago and Alton Railroad Company, and charge the fact to be, that said solicitor so acts in apparent hostility to said company, with the knowledge and consent of its board of directors and officers.

The fact that said directors are not acting in real hostility to said complainants,—in declining to institute a suit in the State courts,—and that their apparent antagonism is simulated and not real, is apparent from the fact that before the framing of the resolution alleged to have been adopted by said board of directors, said directors carefully studied as precedent and adopted the precise words held to be sufficient to give the Federal courts jurisdiction in the case of *Dodge* v. *Woolsey*, 18 Howard, 331 to 340.

Thus the resolution in *Dodge* v. *Wolsey* appears to have been in these words:

"*Resolved*, That we fully concur in the views expressed in said letter as to the illegality of the tax therein named, and believe it to be in no way binding upon the bank; but in consideration of the many obstacles in the way of testing the law in the courts of the State, we cannot consent to take the action which we are called upon to take, but must leave the said Kleman to pursue such measures as he may deem best in the premises." 18 Howard, p. 340.

Defendants further state, upon information and belief, that the real "*obstacles in the way of testing the validity of such assessments and levy in the courts of the State of Illinois,*" and by reason of which said directors declined to take action, arose from the fact that the Supreme Court of Illinois had previously decided the questions of law involved adversely to said directors, and the defendants insist and submit to this court, that the fact that the said directors yielded to the decision of the highest court of the State upon questions of the construction of the statutes and Constitution of Illinois, is not such a violation of their duty and trust as directors, as gave the shareholders the right to take the management of the business of the company from the control of such directors, and to prosecute suits in the name of such stockholders, to restrain the collection of such taxes.

Defendants insist that the matters stated in the bill are insufficient to entitle complainants to the relief sought thereby, and that said bill is defective for want of equity, and ask the same benefit of this defense as they would be entitled to had they demurred to the bill. (Printed record, p. 27.)

The Circuit Court pronounced a decree making perpetual the temporary injunction restraining the collection of all State, county, corporation, town, school, and special taxes for the year 1874, assessed against the Chicago and Alton Railroad Company, in the bill, mentioned under the designations, "railroad track," "rolling stock," "lands and town lots other than railroad track," and "capital stock," and perpetually enjoining the said defendant collectors from collecting, and the defendant railroad company from paying, from the property of the company, any portion of such taxes. (Printed record, p. 31.)

From this decree the defendant county collectors prayed and perfected an appeal to this court, and make the following

ASSIGNMENT OF ERRORS.

First. The Circuit Court erred in not dismissing the bill, for that the record does not show such an abuse and violation of trust on the part of the board of directors of the said Chicago and Alton Railroad Company as would warrant the interference of the court or the said com-

plainants to take the management of the affairs of said company from the control of the said board of directors; and the refusal of said board to institute proceedings in the State courts to restrain the collection of said taxes, appears to have been a collusive scheme entered into between them to confer jurisdiction upon said Circuit Court.

Second. The court below erred in perpetually enjoining the collection of said State, county, and other municipal taxes, assessed against said railroad company, in said decree mentioned.

Third. The court below erred in not dissolving the temporary injunction and dismissing the complainants' bill of complaint.

BRIEF FOR APPELLANTS.

I.

AS TO THE RIGHT OF THE SHAREHOLDERS TO MAINTAIN A SUIT TO RESTRAIN THE COLLECTION OF TAXES ASSESSED UPON THE CORPORATION.

This is not a new question in this court. In the case of *Dodge* v. *Woolsey*, 18 How., 331, and in various subsequent cases based upon the decision of the court in that case, suits have been maintained in the Federal courts by non-resident shareholders in corporations, against the corporation itself and collectors of taxes, to restrain the collection of taxes assessed upon the property of the corporation.

1. Such jurisdiction has been asserted and maintained upon the distinct ground that the action of the directors of the corporation in refusing to institute proceedings to prevent the collection of the taxes, was a violation of their duty and a breach of the trust reposed in them; and that the payment of the taxes would constitute a misapplication of the corporate funds. *Dodge* v. *Woolsey*, 18 How., 345.

Unless this proposition can be fairly established in each particular case, a court of equity would not be warranted in permitting a minority of the shareholders to take the management of the affairs of the corporation from the board of directors. Ibid.

We submit that the fact that the board of directors refused to institute a suit to restrain the collection of the taxes in question, did not,

under the circumstances of this case, constitute such violation of their trust and breach of duty.

The corporation could only sue in the State courts. The grounds upon which the taxes were alleged to be illegal depended exclusively upon the proper construction of the State Constitution and the State Revenue Law.

The Supreme Court of the State had decided these questions adversely to the corporations, and sustained the validity of the taxes, and held that the laws under which they were assessed were constitutional. (See *Porter et al.* v. *Rockford, Rock Island and St. Louis R. R. Co.*, 76 Ill. 561, and other unreported cases in the pamphlet copy of "Decisions of the Supreme Court of Illinois, in the Tax Injunction Cases," filed herewith, and to which, for convenience, we shall refer as "Illinois Tax Injunction Cases.")

Was it a violation of duty, on the part of the directors, to respect and conform their action to such decisions of the highest court of the State?

Would they not have violated their duty had they done otherwise?

In this particular, this case is unlike *Dodge* v. *Woolsey*. There, a grave federal question was raised, viz: whether the statute of Ohio, under which the taxes were levied, was in violation of the charter granted by the State of Ohio to the Commercial Bank of Cleveland, and thus impaired the obligation of a contract. A decision of the Supreme Court of the State upon this question would not be final, but would be subject to review in this court, on writ of error.

The importance of this feature of the case appears from the opinion of the court, where it is said: "If the directors had done so [that is, instituted a suit] in a State court of Ohio, and put their case upon the unconstutionality of the Tax Act, because it impaired the obligation of a contract, and had the decision been against such claim, the judgment of the State court could have been re-examined, in that particular, in the Supreme Court of the United States, under the same authority or jurisdiction by which it reversed the judgment of the Supreme Court of Ohio in the case of *The Piqua Branch of the State Bank of Ohio* v. *Jacob Knoop, Treasurer of Miami County*, 16 Howard, 369."

In the present case, no question is raised upon which a writ of error would lie from this court to the Supreme Court of the State. The decision of the State courts would, therefore, necessarily have been final. The fact that the questions had already been decided adversely to the corporation, constituted the "obstacles" mentioned in the resolution of the board of directors, "in the way of testing the validity of such assessment and levy in the courts of the State of Illinois."

Undoubtedly, the fact that the Supreme Court of the State of Illinois had decided the questions against them, constituted a very serious "obstacle" in the way of the directors successfully opposing the enforcement of the tax in the State courts; but their refusing to proceed in the State courts against such an "obstacle" was not a breach of duty.

2. It is apparent, from this record, that the request of appellees, that the directors should take proceedings to resist the collection of the tax, and the refusal of the latter to comply with such request, was a mere contrivance between them to give the non-resident shareholders ground upon which to maintain a suit in the Federal courts. It is evident that the shareholders did not desire that such request should be complied with by the directors; for they must have known that further litigation in the State courts would be unavailing.

The action of the directors shows that they well understood the purpose for which the demand was made upon them; for straightway they proceed to carefully consult the precedents, and literally copy the mate rial parts of the form of resolution approved by this court in the leading case of *Dodge* v. *Woolsey*, 18 Howard, 340.

This of itself shows that the appellees and directors did not "occupy antagonistic grounds" (*Ibid.* p. 346), but were acting in concert, and inspired by a common purpose to so fix up the record as to make a colorable case for the jurisdiction of the Federal courts.

In addition to this, we have the admitted fact that the standing counsel and solicitor of the railroad company was employed by appellees to prosecute this suit against the corporation and the collectors of taxes. And they still occupy that relation towards both the appellees and the railroad company. (Printed record, p. 56.)

The conclusion is inevitable that they so act with the consent of the directors.

What stronger evidence of collusion between appellees and the directors could be produced?

It is only from circumstances that it would be possible for appellants to prove a charge of this kind. Unless these circumstances are held sufficient to sustain the charge, it will be impracticable to establish it in any case; and the Federal courts must stand in the attitude of passive parties to schemes of this nature, to acquire jurisdiction of litigation, which, under the Constitution and the laws, belongs exclusively to the cognizance of the State courts.

It was conceded by the court, in *Dodge* v. *Woolsey*, that if the charge of contrivance between the complainants in the court below and the corporation was sustained by the proof, it would have defeated the suit. It was held, at an early day, in this court, that a colorable and collusive conveyance to the lessor of the plaintiff in ejectment, for the purpose of bringing suit in a Federal court, will not give it jurisdiction; and the court would, on motion, dismiss the suit.

Maxfield's Lessee v. *Levy*, 4 Dal. 330.

Hurst's Lessee v. *McNeil*, 1 Wash. C. C. Rep. 70.

This court has hitherto shown an unwillingness to countenance collusive schemes to confer jurisdiction on the Federal courts, in cases where such jurisdiction is not conferred by the Constitution and the laws.

II.

THE DECISIONS OF THE SUPREME COURT OF A STATE AS TO THE PROPER CONSTRUCTION OF ITS REVENUE LAWS CONSTITUTE RULES OF DECISION IN THE FEDERAL COURTS.

We have the right to regard this proposition as the settled law of this court. It has been repeatedly asserted and acted upon.

"It is not the province of this court to interfere with the policy of the Revenue laws of the States, nor with the interpretation given to them by their courts."

Witherspoon v. *Duncan*, 4 Wall. 217.

In the recent case of *Bailey et al.* v. *Pacific Railroad Company et al.*, reported in 7 Chicago Legal News, p. 265, this court, after adverting to

the fact that the Supreme Court of Missouri had decided the questions of law in dispute relative to the taxation of railroad corporations in that State, say—

"As it is the peculiar province of the highest court of a State to decide whether or not the method pursued in the assessment and collection of taxes is in conformity with the law of the State, this decision is controlling."

To the same effect is the entire current of authority bearing upon that class of questions.

Tappan v. *Merchants' Nat. Bank*, 19 Wall. 490–505.

Paine v. *Wright et al.* 6 McLean C. C. Rep. 399–401.

And upon other questions, the general rule is, that, in the construction of the statutes and Constitution of a State, the Federal Courts are governed by the decisions of the State courts.

Leffingwell v. *Warren*, 2 Black, 599.

Suydam v. *Williamson*, 24 Howard, 427.

McKeon v. *Delaney's Lessee*, 5 Cranch, 22.

Luther v. *Borden*, 7 Howard, 1.

Nathan v. *Sheldon*, *Ibid.* 812.

Massingill v. *Down*, *Ibid.* 767.

Van Ransellear v. *Kearney*, 11 Howard, 297.

Webster v. *Cooper*, 14 Howard, 514.

The only recognized exception to this rule, is where the State court has, by subsequent decisions, changed its former rulings, and in the *interim* rights have accrued in reliance upon such former decisions, which it would be in bad faith to hold void under the more recent decisions.

Gelpeck v. *City of Dubuque*, 1 Wall., 175.

Havemeyer v. *Iowa County*, 3 Wall., 294.

Lee County v. *Rogers*, 7 Wall., 194.

The City v. *Lowson*, 9 Wall., 477.

For the most cogent reasons should the construction which the State courts place upon their own revenue laws (involving no Federal questions) be received as authority in all other courts.

The power of taxation is inherent in every State. It is an attribute of sovereignty essential to its existence.

Cooley's Const. Limitations, p. 479.

McCulloch v. *Maryland*, 4 Wheat., 428.

Nathan v. *Louisiana*, 8 How., 73.

It was not the design of the framers of the Federal Constitution to transfer to any department of the national government the right to supervise or control the States in the interpretation, construction or enforcement of the State Revenue Laws.

In number XXXII of the Federalist, the authorship of which is attributed to Alexander Hamilton, we find the following:

"Yet I am willing to allow, in its full extent, the justness of the reasoning which requires that the individual States should possess an independent and uncontrollable authority to raise their own revenues for the supply of their own wants. And making this concession, I affirm that (with the sole exception of duties on imports and exports) they would, under the plan of the convention, retain that authority in the most absolute and unqualified sense; and that an attempt on the part of the national government to abridge them in the exercise of it, would be a violent assumption of power unwarranted by any article or clause of its Constitution." (*The Federalist*, No. XXXII, p. 249.)

If there is any class of questions upon which the decisions of the State courts should be received as *authority*, it must be that which pertains to the interpretation and enforcement of their own Revenue laws.

Hitherto the Supreme Court of the United States has cheerfully acknowledged the principle so vigorously expressed by Hamilton, and has repeatedly held that it was not its province to interfere with the policy of the Revenue laws of the States, nor with the interpretation given them by their courts.

Witherspoon v. *Duncan*, *supra*.

III.

As to the manner of taxing Railroad Corporations, prescribed in the laws of Illinois.

The sections of the Revenue Law of Illinois bearing upon this question are as follows:

§ 3. Personal property shall be valued as follows:

First—All personal property, except as herein otherwise directed, shall be valued at its fair cash value.

Second—Every credit, for a sum certain, payable either in money or labor, shall be valued at a fair cash value for the sum so payable; if for any article of property, or for labor, or services of any kind, it shall be valued at the current price of such property, labor or service.

Third—Annuities and royalties shall be valued at their then present total value.

Fourth—The capital stock of all companies and associations now or hereafter created under the laws of this State, shall be so valued by the State Board of Equalization, as to ascertain and determine, respectively, the fair cash value of such capital stock, including the franchise, over and above the assessed value of the tangible property of such company or association. Said board shall adopt such rules and principles for ascertaining the fair cash value of such capital stock as to it may seem equitable and just; and such rules and principles when so adopted, if not inconsistent with this act, shall be as binding and of the same effect as if contained in this act, subject, however, to such change, alteration or amendment as may be found, from time to time, to be necessary, by said board: *Provided*, that in all cases where the tangible property or capital stock of any company or association is assessd under this act, the shares of capital stock of any such company or association shall not be assessed or taxed in this State. This clause shall not apply to the capital stock or shares of capital stock of banks organized under the general banking laws of this State. (*Rev. Stat. of* 1874, p. 857, § 3.)

§ 40. Every person, company or corporation owning, operating or constructing a railroad in this State, shall return sworn lists or sched ules of the taxable property of such railroad, as hereinafter provided. Such property shall be listed and assessed with reference to the

amount, kind and value on the first day of May of the year in which it is listed.

§ 41. They shall, in the month of May of the year eighteen hundred and seventy-three, and at the same time in each year thereafter, when required, make out and file with the county clerks of the respective counties in which the railroad may be located, a statement or schedule showing the property held for right of way, and the length of the main, and all side and second tracks and turnouts in such county, and in each city, town and village in the county, through or into which the road may run, and describing each tract of land, other than a city, town or village lot, through which the road may run, in accordance with the United States surveys, giving the width and length of the strip of land held in each tract, and the number of acres thereof. They shall also state the value of improvements and stations located on the right of way. New companies shall make such statement in May next after the location of ther roads. When such statement shall have been once made, it shall not be necessary to report the description as hereinbefore required, unless directed so to do by the county board; but the company shall, during the month of May, annually, report the value of such property by the description set forth in the next section of this act, and note all additions or changes in such right of way as shall have occurred.

§ 42. Such right of way, including the superstructures of main, side or second tracks and turnouts, and the stations and improvements of the railroad company on such right of way, shall be held to be real estate for the purposes of taxation, and denominated "railroad track," and shall be so listed and valued; and shall be described in the assessment thereof as a strip of land extending on each side of such railroad track, and embracing the same, together with all the stations and improvements thereon, commencing at a point where such railroad track crosses the boundary line in entering the county, city, town or village, and extending to the point where such track crosses the boundary line leaving such county, city, town or village, or to the point of termination in the same, as the case may be, containing....acres, more or less, (inserting name of county, township, city, town or village boundary line of same, and number of acres, and length in feet,) and when advertised or sold for taxes, no other description shall be necessary.

§ 43. The value of the "railroad track" shall be listed and taxed in the several counties, towns, villages, districts and cities in the proportion that the length of the main track in such county, town, village, district or city bears to the whole length of the road in this State, except the value of the side or second track, and all turnouts, and all station houses, depots, machine shops, or other buildings belonging to the road, which shall be taxed in the county, town, village, district or city, in which the same are located.

§ 44. The moveable property belonging to a railroad company shall be held to be personal property, and denominated, for the purpose of taxation, "rolling stock." Every person, company or corporation, owning, constructing or operating a railroad in this State, shall, in the month of May, annually, return a list or schedule, which shall contain a correct detailed inventory of all the rolling stock belonging to such company, and which shall distinctly set forth the number of locomotives of all classes, passenger cars of all classes, sleeping and dining cars, express cars, baggage cars, house cars, cattle cars, coal cars, platform cars, wrecking cars, pay cars, hand cars, and all other kinds of cars.

§ 45. The rolling stock shall be listed and taxed in the several counties, towns, villages, districts and cities, in the proportion that the length of the main track, used or operated in such county, town, village, district or city, bears to the whole length of the road used or operated by such person, company or corporation, whether owned or leased by him or them in whole or in part. Said list or schedule shall set forth the number of miles of main track on which said rolling stock is used in the State of Illinois, and the number of miles of main track on which said rolling stock is used elsewhere.

§ 46. The tools and materials for repairs, and all other personal property of any railroad, except "rolling stock," shall be listed and assessed in the county, town, village, district or city, wherever the same may be on the first day of May. All real estate, including the stations and other buildings and structures thereon, other than that denominated "railroad track," belonging to any railroad, shall be listed as lands, or lots, as the case may be, in the county, town, village, district or city where the same are located.

§ 47. The county clerk shall return to the assessor of the town or district, as the case may require, a copy of the schedule or list of the real

estate, (other than "railroad track,") and of the personal property (except "rolling stock,") pertaining to the railroad; and such real and personal property shall be assessed by the assessor. Such property shall be treated in all respects, in regard to assessment and equalization, the same as other similar property belonging to individuals; except that it shall be treated as property belonging to railroads, under the terms "lands," "lots" and "personal property."

§ 48. At the same time that the lists or schedules are hereinbefore required to be returned to the county clerks, the person, company or corporation, running, operating or constructing any railroad in this State, shall return to the Auditor of Public Accounts sworn statements or schedules, as follows:

First—Of the property denominated "railroad track," giving the length of the main and side or second tracks and turnouts, and showing the proportions in each county, and the total in the State.

Second—The "rolling stock," giving the length of the main track in each county, the total in this State, and the entire length of the road.

Third—Showing the number of ties in track per mile, the weight of iron or steel per yard, used in main and side tracks; what joints or chairs are used in track; the ballasting of road, whether graveled or dirt; the number and quality of buildings or other structures on "railroad track;" the length of time iron in track has been used, and the length of time the road has been built.

Fourth—A statement or schedule showing:

1. The amount of capital stock authorized and the number of shares into which such capital stock is divided.

2. The amount of capital stock paid up.

3. The market value, or if no market value, then the actual value of the shares of stock.

4. The total amount of all indebtedness, except for current expenses for operating the road.

5. The total listed valuation of all its tangible property in this State.

Such schedule shall be made in conformity to such instructions and forms as may be prescribed by the Auditor of Public Accounts.

§ 49. If any person, company or corporation, owning, operating or constructing any railroad, shall neglect to return to the county clerks

the statements or schedules required to be returned to them, the property so to be returned and assessed by the assessor, shall be listed and assessed as other property. In case of failure to make returns to the Auditor, as hereinbefore provided, the Auditor, with the assistance of the county clerks and assessors, when he shall require such assistance, shall ascertain the necessary facts, and lay the same before the State Board of Equalization. In case of failure to make said statements, either to the county clerk or Auditor, such corporation, company or person shall forfeit, as a penalty, not less than one thousand nor more than ten thousand dollars for each offense, to be recovered in any proper form of action, in the name of the "People of the State of Illinois," and paid into the State treasury.

§ 50. The Auditor shall annually, on the meeting of the State Board of Equalization, lay before said board the statements and schedules herein required to be returned to him, and said board shall assess such property in the manner hereinafter provided.

§ 51. The county clerk shall procure, at the expense of the county, a record book, properly ruled and headed, in which to enter the railroad property of all kinds, as listed for taxation, and shall enter the valuations as assessed, corrected and equalized, in the manner provided by this act; and against such assessed, corrected or equalized valuation, as the case may require, the county clerk shall extend all the taxes thereon, for which said property is liable; and at the proper time fixed by this act for delivering tax books to the county collector, the clerk shall attach a warrant, under his seal of office, and deliver said book to the county collector, upon which the said county collector is hereby required to collect the taxes therein charged against railroad property, and pay over and account for the same in the manner provided in other cases. Said book shall be returned by the collector and be filed in the office of the county clerk for future use.

§ 52. When any railroad company shall make or record a plat of any contiguous lots or parcels of land belonging to it, the same may be described as designated on such plat. (*Ibid.* pp. 865–867.)

§ 108. The State Board of Equalization shall assess the capital stock of each company or association, respectively, now or hereafter incorpo-

rated under the laws of this State, in the manner hereinbefore in this act provided. The respective assessments so made (other than of the capital stock of railroad and telegraph companies) shall be certified by the Auditor, under direction of said board, to the county clerk of the respective counties in which such companies or associations are located, and said clerk shall extend the taxes for all purposes on the respective amounts so certified the same as may be levied on the other property in such towns, districts, villages or cities in which such companies or associations are located.

§ 109. Said board shall also assess the railroad property denominated in this act as "railroad track" and "rolling stock;" and said board is hereby given the power and authority, by committee or otherwise, to examine persons and papers. The amount so determined and assessed shall be certified by the Auditor to the county clerks of the proper counties. The county clerk shall, in like manner, distribute the value, so certified to him by the Auditor, to the county and to the several towns, districts, villages and cities in his county entitled to a proportionate value of such "railroad track" and "rolling stock." And said clerk shall extend taxes against such values, the same as other property in such towns, districts, villages and cities.

§ 110. The aggregate amount of capital stock of railroad or telegraph companies assessed by said board shall be distributed proportionately by said board to the several counties in like manner that the property of railroads denominated "railroad track" is distributed. The amount so determined shall be certified by the Auditor to the county clerks of the proper counties. The county clerk shall, in like manner, distribute the value, so certified to him by the Auditor, to the county and to the several towns, districts, villages and cities in his county entitled to proportionate value of such capital stock. And said clerk shall extend taxes against such values the same as against other property in such towns, districts, villages and cities.

§ 114. When said board shall have completed its equalization of assessments for any year, the chairman and secretary shall certify to the Auditor the rates finally determined by said board to be added to or deducted from the listed or assessed valuation of each class of property in the several counties, and also the amounts assessed by said board;

and it shall be the duty of said Auditor, under his seal of office, to report the action of the board to the several county clerks, immediately after the adjournment of said board. (*Ibid.* pp. 874–5.)

It will observed that the greater portion of the taxable property of railroad corporations is required to be assessed by the State Board of Equalization, viz: that portion designated in the statute "Railroad Track," "Rolling Stock," and the ascertained value of the capital stock, including the franchise, over and above the assessed value of the tangible property; while the tools and material for repairs, and other stationary personal property found at the various stations, is required to be assessed by the local, town and county assessors in the various localities where the same may be found, under the designation "Personal property other than Rolling Stock."

And all real estate with the improvements thereon other than that denominated "Railroad Track," is in like manner required to be assessed by the local assessors. (*Ante*, p. 16, §§ 46 and 47.)

The validity of the tax assessed upon the "personal property other than Rolling Stock," does not seem to be seriously disputed. It is, therefore, unnecessary to occupy any space with the discussion of this branch of the general subject.

The assessments made under the designations, "Rolling Stock," "Railroad Track," "Lands and lots other than 'Railroad Track' and 'Capital Stock,'" it will be found convenient to consider, separately, in the above order.

IV.

As to the assessment of the "Rolling Stock."

The "Rolling Stock," as defined in the statute, consists of that class of property which its name implies, that is to say, locomotives and cars of all kinds, and such other property as in its habitual use is being transported over the road from one terminus to the other. (*Ante*, p 16, § 45.)

The State Board of Equalization is required to ascertain the aggregate value of the "Rolling Stock," (*Ante*, p. 19, § 109,) and distribute the same to the various counties in the proportion that the length of the

main track in each county bears to the length of the entire line in the State. (*Ante*, p. 11 to 19, §§ 45, 109.)

And the county clerk apportions the valuation of the rolling stock assigned to his county to the various municipal corporations therein, on the same principle, so that each town, city, etc., may impose local taxes on such proportion of the aggregate assessed value of the rolling stock as the length of the railroad therein bears to the length of the entire road.

The principal objection urged against this assessment seems to be, as to this mode of distribution of the aggregate value among the several counties, towns, cities, etc. It is insisted that, under the Constitution of the State, such property, if assessed at all, can only be assessed in the county, town or city where the company has its "residence," or principal office.

This objection, we submit, is without any reasonable foundation. So far as concerns this question, there is no material difference between the provisions of the present Constitution of Illinois, and that of 1848.

Since the year 1855, the Revenue laws of the State have provided that "the rolling stock shall be listed and taxed in the several counties, towns and cities *pro rata*, in proportion as the length of the main track in such county, town or city bears to the whole length of the road."

Gross' Stat. of Ill. (Ed. of 1869) p. 597, § 134.

Public Laws of Ill. of 1855, p. 36, § 4.

This mode of assessing and apportioning the value of the rolling stock was acquiesced in by all departments of the State government, as well as by the railroad corporations, and continued in force until after the adoption of the Constitution of 1870, when the present Revenue law was enacted. If this mode of distribution was not unconstitutional under the Constitution of 1848, it is not under that of 1870. The law of 1855 was repeatedly sustained by the Supreme Court of the State.

The County of Cook v. *C., B. and Q. R. R. Co.*, 35, Ill, 460, 464.

C. and N. W. R'y Co. v. *Lee County*, 44 Ill., 248.

The present Revenue law, enacted in 1872, has been frequently subject to review in the Supreme Court of the State in a series of recent unreported cases, and has been uniformly sustained.

Illinois Tax Injunction Cases, p. 9.

Porter v. *R., R. I. and St. L. R. R. Co.*, 76 Ill., 561.

The same question was recently considered by the Supreme Court of Missouri. Under the statutes of Missouri, passed in 1871, the State Board of Equalization is required to assess the property of railroad corporations for taxation.

The 8th section of this statute is as follows:

"The board shall apportion the value of all lands, work-shops, depots and other buildings belonging to each railroad company, to the counties, cities or incorporated towns in which such lands, work-shops, depots and other buildings are situate, and the aggregate value of all other property of each railroad company shall be apportioned to each county, city or incorporated town in which such road shall be located, according to the ratio which the number of miles of road completed in such county shall bear to the whole length of such railroad."

State v. *Severance*, 55 Mo., p. 386.

In the opinion of the court it is said:

"But the point is strongly pressed that the law is objectionable, because, aside from the real estate, it provides that the aggregate value of all other property of each company shall be apportioned to each city, county or incorporated town in which the road shall be located, according to the ratio which the number of miles of such road completed in such county shall bear to the whole length of such railroad. *So far as the actual road bed is concerned, it is not questioned that this is a sufficiently uniform and just manner of making the taxes.*

"But it is argued with great earnestness that in the phrase 'all property' is included the rolling stock of the railroad, and that the company having its chief offices for the transaction of its business in the city of St. Joseph, there and there alone this property should be assessed and made liable for taxes: that though constantly used in other counties, through which the road passes, in the transaction of the business of the road, still its only *situs* is where the chief office is located, and there it must be taxed."

"The proposition is undoubtedly true, that where a corporation has its residence, there the property of this description is liable to assessment and taxation, if the law has prescribed no different rule or regulation on the subject. This notion of the *situs* of personal property following the personal residence of the corporation is a legal fiction, but

it is not an unbending and uncontrollable principle of law. It may be modified by the legislature. The rolling stock of a company is in a constant state of transition, and has no more real local existence in one county than another. A county through whose whole length it runs, might well think it had as much right to tax it as a city that it passed through but for a mile or two at most; but both would have no right to levy a tax, for that would be double taxation upon the same property. (*Ibid*, p. 388, 389.)

The rule that the *situs* of personal property follows the person or domicil of the owner, is a mere fiction of the common law, adopted by the courts for purposes of convenience; but it is competent for the legislature to change this rule whenever it is deemed essential to purposes of justice.

National Bank v. *Smith*, 65 Ill., 44–53.

Tappan v. *Merchants' Nat. Bank*, 19 Wall., 490.

The rule prescribed in the Illinois statute for the distribution of the value of the rolling stock among the counties, and other municipal corporations along the line of the road where it is constantly used, is obviously more just than that it should be assigned for local taxation to the particular town, city or county in which the company may choose to establish their principal office. It was at least a competent exercise of the legislative power for the General Assembly of Illinois to so provide.

2. It appears from the record that the railroad company returned schedules and lists of their property, denominated "rolling stock," to the Auditor of Public Accounts, who laid the same before the State Board of Equalization; and that in such schedules the company valued the portion of such rolling stock assigned to Illinois at $780,004, while the State board in their assessment valued the same property at $1,278,188.

It is claimed by counsel for appellees, that the State board had no power to increase the valuation of their property returned by the corporation, without first notifying the corporation of their intention in that regard.

It is a sufficient answer to this objection, that the statute does not r quire such notice.

In disposing of this objection, the Supreme Court of Illinois say·

"The Constitution does not provide that the legislature shall require that persons or corporations, whose property shall be assessed for tax

ation, shall be notified of the assessments or the rules adopted whereby to determine the value of the property, or that there shall be allowed the right of appeal in such cases. These matters address themselves purely to the discretion of the legislature. The law as it is made is, in this respect, conclusive."

Porter v. *R., R. I. and St. L. R. R. Co.*, 76 Ill., 598.

Ill. Tax Injunction Cases, p. 34.

Wherever notice has been held essential, the statute, as construed by the court, has required that notice should be given. #

The law itself gave all the notice that was practicable. It prescribed the time and place of the meeting of the State Board of Equalization, and defined its duties. Among other things, it imposed upon it the duty of assessing the property of railroad corporations for the purpose of taxation. It required certain returns to be placed before the board, and gave it jurisdiction of the entire subject. The action of the board affects, to a greater or less extent, every taxpayer in the State. It would be impossible, and subserve no useful end, for the board to attempt to give to each person, whose taxes were increased by its action, notice of what it intended to do in respect to the assessment or equalization of assessments of such property.

The conceit that *notice* to the party whose property is to be assessed for taxation is essential to the jurisdiction of the assessor, arises from the misapplication of principles pertaining to the exercise of powers strictly judicial, to the acts of executive or ministerial officers in the discharge of their appropriate functions. The execution of the Revenue laws of a State is not usually confided to its judicial department. The duty of assessing and collecting the public revenue in both the State and Federal governments devolves upon certain executive and ministerial officers, who are authorized to proceed in such summary modes as may be prescribed in the Revenue laws under which they may respectively act.

While notice, or service of process, in some form, and opportunity of defense, may be essential to the exercise of judicial jurisdiction (Cool. Const. Lim., 402–3), this rule has no application to the proceedings of assessors in the valuation of property for taxation.

Thus it was held that a distress warrant issued in pursuance of the act of Congress by the Solicitor of the Treasury upon the mere statement of the account of a defaulting revenue collector, made by the first

Gulf R. R. Co v Morris 7 Kan 226

Auditor and certified to by the Comptroller of the Treasury, was "due process of law," upon which the real estate of the defaulting collector could be sold, with the like effect as upon execution issued upon a judgment duly recovered in a court of law.

Murray's Lessee v. *Hoboken Land and Improvement Co.*, 18 Howard, 272.

The "statement of the account," upon which the distress warrant was issued, was wholly *ex parte* and made without notice to the collector. (*Ibid.*)

This proceeding was sustained upon the ground that in the assessment and collection of the revenue, including the enforcement of the rights of the government against defaulting revenue officers, it is unnecessary to observe all those requirements of the fundamental law applicable to the enforcement of rights in the ordinary judicial tribunals. The court say:

"The power to collect and disburse revenue, and to make all laws which shall be necessary and proper for carrying that power into effect, includes all known and appropriate means of effectually collecting and disbursing that revenue, unless some such means should be forbidden in some other part of the Constitution. The power has not been exhausted by the receipt of the money by the collector. Its purpose is to raise money and use it in payment of the debts of the government, and whoever may have possession of the public money, until it is actually disbursed, the power to use those known and appropriate means to secure its due application continues.

"As we have already shown, the means provided by the act of 1820, do not differ in principle from those employed in England from remote antiquity—and in many of the States, so far as we know, without objection—for this purpose, at the time the Constitution was formed. It may be added that probably there are few governments which do or can permit their claims for public taxes, either on the citizen or the officer employed for their collection or disbursement, to become subjects of judicial controversy, according to the course of the law of the land. Imperative necessity has forced a distinction between such claims and all others, which has sometimes been carried out by summary methods of proceeding, and sometimes by systems of fines and penalties; but always in some way observed and yielded to." (*Ibid*, 281.)

The fact that the valuation or assessment of property for taxation by ministerial or executive officers is, in some of its aspects, regarded as the exercise of *quasi* judicial authority, does not subject the entire proceeding to the ordinary incidents of the prosecution of a suit in a judicial tribunal. In the case last cited, the late Justice CURTISS, in delivering the opinion of the court, says:

"There may be, and we have seen that there are, cases under the law of England after *Magna Charta*, and as it was brought to this country and acted on here, in which process, in its nature final, issues against the body, lands and goods of certain public debtors, without any such trial; and this brings us to the question, whether those provisions of the Constitution which relate to the judicial power are incompatible with these proceedings? That the auditing of the accounts of a receiver of public moneys may be in an enlarged sense a judicial act, must be admitted. So are all those administrative duties the performance of which involves an inquiry into the existence of facts, and the application of them to rules of law. In this sense the act of the President in calling out the militia under the act of 1795, 12 Wheat., 19, or of a commissioner who makes a certificate for the extradition of a criminal, under a treaty, is judicial. But it is not sufficient to bring such matters under the judicial power that they involve the exercise of judgment upon law and fact."

United States v. *Ferreira*, 13 How., 40.

Murray's Lessee v. *Hoboken Land and Improvement Co.*, 18 How., 280.

V.

AS TO THE ASSESSMENT OF THE "RAILROAD TRACK."

The term "railroad track," as used in the Revenue law of the State, is therein defined to embrace the "right of way" and all improvements "on such right of way," thus: "Such right of way, including the superstructures of main, side or second tracks and turnouts, and the stations and improvements of the railroad company *on such right of way*, shall be held to be real estate, for the purposes of taxation, and denom-

inated "railroad track," and shall be so listed and valued." *Ante*, p. 15, § 42.

The "railroad track" and improvements thereon, which is thus to be assessed by the State board, does not include lands or lots held for stations, depots, stockyards, machine shops, or other similar purposes (*ante* p. 16, § 46), which the statute requires the local town and county assessors to assess. *Ibid.*, § 47.

C., B. & Q. R. R. Co. v. *Paddock.*
Illinois Tax Inj. Cases, pp. 47 to 50.

In this case the Supreme Court of Illinois say: "By the 'right of way' can only be understood the land used as a *way* for the road, and not such additional ground as may be used for the convenience of the road, but not as a part of its *way*."

The "right of way" or roadbed, with all improvements therein, is to be assessed under the statutory designation "railroad track."

The 43d section of the act is as follows:

"The value of the 'railroad track' shall be listed and taxed in the several counties, towns, villages, districts and cities, in the proportion that the length of the main track in such county, town, village, district or city bears to the whole length of the road in this State, except the value of the side or second track, and all turnouts, and all station houses, depots, machine shops, or other buildings belonging to the road, which shall be taxed in the county, town, village, district or city in which the same are located."

In order to carry out the provisions of this section, it is necessary for the State board to assess or ascertain the value of the "right of way," together with the superstructure of the "main track," separately from the side or second tracks, turnouts, station houses, depots, etc., which may, wholly or in part, stand thereon; and to distribute the value of such right of way and superstructure of the main track among the several counties *pro rata*, according to the number of miles of main track in each.

The value of the side or second tracks, turnouts, station houses, depots, machine shops, or other buildings "on the right of way," are required to be separately assessed by the State board and assigned to the localities where the same are situated for purposes of local taxation.

The assessed value of such improvements *on the right of way* in each county, town or city, is added to the portion of the assessed value of the main track and roadbed assigned thereto, and the amount of the two items is thus combined under the designation "railroad track." The manner in which this is done will appear upon page 68 of the Proceedings of the State Board of Equalization for 1874.

It is not true, as claimed in the bill, that the assessed value of the buildings and other improvements at the various stations are consolidated with the assessed value of the right of way and superstructure of the main track, and distributed therewith among the various counties along the line.

It is strongly urged that this mode of distributing the assessed value of the "railroad track" among the various counties, violates the Constitution of the State, in this: That the property thus assessed is not of a uniform value per mile, and that under that plan of distribution property situate in one county would be liable to be taxed in another. And that the rates of municipal or local taxation in the different municipalities vary, and that therefore it might result in imposing higher taxes for local purposes upon the property of the corporation, than if the value of the roadbed and main track in each county was separately ascertained therein, and assigned to such county for taxation.

1. It ought to be a sufficient answer to this objection, that conceding the possibility of such injurious results to the corporation, the record fails to show that in the present assessment the corporation is in fact in any manner injuriously affected or prejudiced by this mode of distributing the assessed value of the right of way and superstructure of the main track.

It does not appear from the record that the assessed value of the property of the corporation in any county in fact exceeds the value of its property therein. And if, by this mode of distribution, values which ought to have been taxed in one county have in fact been transferred to another, it does not appear that the rates of local taxation were not in fact less in such other county than in the county where such values should rightfully have been assessed. The corporation is as likely to be benefited as injured by any such mode of distribution.

2. When it is considered that this plan of distribution is limited to the roadbed and the superstructure of the main track, it will appear not unreasonable, or calculated to work practical injustice. The road can be more justly valued as an entirety than in sections or fragments. It is impossible to fairly estimate the value of a portion of the road within any particular town, for example, without considering its relations to the entire line—without considering it as a part of one entire thing extending from one terminus of the road to the other. Property of this class is *sui generis*. Each section of a railroad is essential to the profitable use of the other parts of the line, and for the purposes of taxation may be assumed to be of relatively the same value. It was so regarded by the Supreme Court of Missouri in the case of *State ex rel.* v. *Severance*, 55 Mo., 388, where the court say: "But the point is strongly pressed that the law is objectionable, because, aside from the real estate, it provides that the aggregate value of all other property of each company shall be apportioned to each city, county, or incorporated town in which such road shall be located, according to the ratio which the number of miles of such road completed in such county shall bear to the whole length of such railroad. *So far as the actual roadbed is concerned, it is not questioned that this is a sufficiently uniform and just manner of making the taxes.*"

The entire Revenue law of the State relative to the assessment of railroad corporations was before the Supreme Court of Illinois in the Tax Injunction Cases (pages 9 to 48), and that court held that the same was not in conflict with the State Constitution. It is necessary to give the Constitution of the State a practical and sensible construction; and any statute which is in substantial conformity to its requirements, and is designed to carry out its spirit, will not be held unconstitutional and void, although it may be possible to conceive of circumstances under which the statute might militate against the letter of some provision of the Constitution. We submit that in cases where one entire piece of property is situate in two or more counties, and is of such nature that its parts cannot be conveniently valued separately, it is competent for the legislature to provide for one assessment or valuation of the entire thing, and to apportion such value between the counties in such manner as will do substantial justice to each.

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In the enactment of laws making provision for the assessment of the revenue, the legislative department of the government may exercise a wide discretion. Under arbitrary rules prescribed by Congress for the taxation of distilled spirits, the distiller may be required to pay a tax on spirits he did not produce. *Pohlman* v. *The Collector*, 20 Wall., 189; *The Collector* v. *Beggs*, 17 Wall., 182.

3. *He who seeks equity must do equity, and he who seeks to restrain the collection of a tax, a part of which is illegal, must pay so much of the tax as may be equitably due.*

Merrill v. *Humphrey*, 11 Am. Law Register, 208.

In courts where injunctions are granted to restrain the collection of taxes illegally levied, it is the settled rule that, if it appears that only a part of the tax is illegal or unauthorized, the party seeking the injunction must show, by his pleadings and proofs, the precise portion of the tax which is illegal, in order that the court may so frame its decree as to require the payment of so much of the tax as is equitably due, and only enjoin the collection of that part which is unjust.

The averments of the bill must be sufficiently certain and specific to furnish the means of giving the precise relief to which the party is equitably entitled; otherwise, such relief will be refused.

Conway v. *Township Board*, 15 Mich. 263.
Palmer v. *Napoleon*, 16 Mich. 176.
Merrill v. *Humphrey*, *Auditor-General*, 24 Mich. 170.
Pillsbury v. *Auditor-General*, 26 Mich. 246–248.
O'Kane v. *Treat*, 25 Ill. 557–562.
Briscoe v. *Allison*, 43 Ill. 291–296.
Hersey v. *Supervisors*, 16 Wis. 186.
Cheney v. *Jones*, 14 Fla. Rep. 587.
City of Lawrence v. *Killion*, 11 Kan. 499.
City of Ottawa v. *Barney*, 9 Kan. 296.
Savings and Loan Society v. *Austin*, 46 Cal. 415.

This is but an application of the maxim that "he who seeks equity must do equity."

The only color of ground for claiming that the provision of the statutes is unconstitutional which directs that the assessed value of the right of way with the superstructure of the main-track shall be dis-

Hilliard. Law of Taxation 472 note b.

tributed among the counties, towns, cities, etc., in proportion to the number of miles in each, is, that, for purposes of local municipal taxation, each municipality can only tax property within its limits.

This proposition is based upon the provisions of the Constitution of Illinois, which require that taxation for municipal purposes "shall be uniform in respect to persons and property within the jurisdiction of the body assessing the same" (Art. IX, § 9), and that "all the taxable property of municipal corporations shall be taxed for the payment of debts contracted under authority of law, such taxes to be uniform in respect to person and property within the jurisdiction of the body imposing the same." Art. IX. § 10.

For the purposes of argument, admitting that the manner of distributing the assessed value of the right of way and main-track, provided in the Revenue law, violates this requirement of the Constitution, nevertheless the State taxes would not be in anywise affected thereby.

One uniform rate per cent. throughout the State is levied for State purposes. The amount of the State tax the company is required to pay is neither increased nor diminished by this mode of distribution. It would have been competent for the General Assembly to have required the railroad company to pay the taxes due the State directly to the State Treasurer, or to have paid the same to any one or more of the county collectors.

Why, therefore, should the collection of the State taxes be enjoined for this supposed defect in the manner of levying the local municipal taxes? Nor would the entire local or municipal tax be rendered invalid by reason of this mode of distribution, if defective.

The railroad extends into all municipalities where such taxes are levied. Each county, town, city, etc., therefore, has the right to collect a tax upon the value of the property of the railroad company therein. A portion of the tax levied in each such municipality must, therefore, be equitably due. Upon the authorities cited, the entire tax cannot be enjoined because a part thereof may possibly be illegal.

If it is true that, by virtue of the statutory mode of distribution, taxable values may be transferred from one county to another, for purposes of taxation, then it must follow that, in the counties from which such values are taken, the valuation of the railroad track assigned

thereto is *less* than it is entitled to, and the county tax assessed against the company is diminished in like proportion.

Does this afford ground for the interposition of a court of equity to enjoin the tax in such counties? Yet the decree appealed from perpetually enjoins the entire tax in all the counties.

Upon the hypothesis that the mode of distribution is invalid, the utmost that can be reasonably claimed is that, where it appears that any particular county, city, town or school district has a larger proportion of the railroad track assigned thereto than the value of that portion of road actually situate therein, such excessive valuation and the taxes based thereon should be abated.

There is nothing in this record to show that any such thing has occurred in any one instance. There is certainly nothing in the record upon which the court could grant any such relief, and so frame and adjust its decree as to require the payment of the portion of the tax equitably due, and restrain the excess alone; and where the bill is so framed that the portion of the tax equitably due could not be ascertained, the court will refuse to enjoin any portion of the tax.

Merrill v. *Humphrey*, 24 Mich. 170.

It appears, from the record, that the total assessed value of the property designated "railroad track" was $3,255,427. It appears, from the bill, that "the aggregate listed value of said 'railroad track,' as returned to the said county clerks and to the said Auditor of Public Accounts [by the corporation] was $3,164,461.62, which was distributed to the several counties in which said railroad track was located, according to the value of the same in each of said counties." (Printed record, page 8.)

If this averment of the bill is true, why should not the company be required to pay taxes at least upon their own valuations of the "railroad track" which was distributed to the "several counties in which railroad track was located, according to the value of the same in each of said counties?"

4. It appears from the record, that the company returned all its real estate, of whatever nature, as part of its "right of way," or "railroad track." Property held for depots, machine shops, stock yards, water supply, and other purposes, some of which was situated several hundred

feet from the line of the railroad, was returned indiscriminately as "railroad track." (See Clinton's Deposition, printed record, pages 50-53, and maps referred to therein.) The company made no return whatever of any property as "land or lots other than railroad track." If the company had supposed that the mode of distribution of the assessment or valuation of the "railroad track" was calculated to operate unfavorably to its interests, it is not probable that it would have attempted to secure the assessment of its depots, machine shops, etc., as a part of its "right of way" or "railroad track."

If this attempt on the part of the company had been successful, it would only have aggravated the evil of which we now hear complaint. Had the value of the expensive depot buildings and grounds, machine shops and similar property of the company situated in Chicago or Bloomington, been distributed along the entire line for taxation, there might have existed some substantial ground of complaint on the part of those cities; but even then it is difficult to conceive how the company would have been prejudiced thereby.

5. In respect to the charge in the bill, that the State Board of Equalization assessed the "railroad track" at a higher valuation than that placed thereon by the company in its returns to the Auditor of Public Accounts, without first giving the company notice of its intention in that regard, we would refer to what he have said in reference to the same question in respect to the assessment of the "rolling stock."

There is nothing, either in the statute or the State Constitution, requiring such notice. The Supreme Court of the State, whose decisions upon questions of this character are controlling, has held such notice to be unnecessary.

Ill. Tax Inj. Cases, p. 34.
Porter v. *R., R. I. and St. L. R. R. Co.* 76 Ill. 598.

VI.

As to the assessment of the real estate other than "Railroad track."

The Revenue Law of the State imperatively requires that "All real estate, including the stations and other buildings and structures there-

on, other than that denominated 'railroad track,' belonging to any railroad, shall be listed as lands or town lots, as the case may be, in the county, town, village, district or city where the same are located." (*Ante*, p. 16, § 46.)

And the 47th section is as follows:

"The county clerk shall return to the assessor of the town or district' as the case may require, a copy of the schedule or list of the real estate (other than 'railroad track,') and of the personal property (except 'rolling stock,') pertaining to the railroad; and such real and personal property shall be assessed by the assessor. Such property shall be treated in all respects, in regard to assessment and equalization, the same as other similar property belonging to individuals, except that it shall be treated as property belonging to railroads, under the terms 'lands,' 'lots,' and 'personal property'."

Rev. Stat. of Ill. of 1874, p. 866.

This class of property is required to be assessed by the town assessors in counties which have adopted township organization, and by the county assessors in the other class of counties. *Ibid.* pp. 869, 870, §§ 67 to 72.

We have already shown that the State board are neither required nor authorized to assess this class of property. Their assessment of the "railroad track" only embraces the right of way and improvements "on the right of way." *Ibid.* p. 865, §§ 41, 42.

The action of the State board only affects the real estate "other than railroad track" in the same manner as it affects the assessment of other property made by the local assessors, in the process of equalization as between the counties. *Ibid.* p. 875, § 106.

The Supreme Court of the State, in construing this law, have held that:

"Under the Revenue law in force when the assessment was made, the right of way, including the superstructures of main, side and second tracks and turn-outs, and the stations and improvements of the railroad company on such right of way, are declared to be real estate for the purpose of taxation, and denominated "railroad track," and must be so listed and valued. The real estate so designated "railroad track" is to be assessed by the State Board of Equalization, but all other real estate,

including the stations and other buildings and structures thereon, is to be assessed by the local assessors."

Illinois Tax Injunction Cases, p. 48.

It is difficult to perceive upon what ground this portion of the tax was held to be illegal, and its collection perpetually enjoined by the court below.

If it was upon the gronnd that this real estate "other than railroad track," was supposed to have been included in the assessment of the "railroad track," it is sufficient to say:

1. That there is nothing in the record to prove this charge, which was denied in the answer.

2. That if it were so included, it would simply show an error to that extent, in the assessment of the "railroad track;" but it has no tendency to prove that the assessment, by the proper officers, of this property under its proper designation, was illegal. Moreover, the court below enjoined the entire tax assessed on the "railroad track," and it could not have been necessary to also enjoin the tax properly assessed on the real estate other than railroad track, to avoid the collection of a double tax upon the same property.

The record clearly shows that the company owned a large amount of real estate, with valuable structures thereon, used for depots, machine shops, stock yards, and other purposes than the *way* of the road; yet, the officers of the company, for some purpose, returned it all as "railroad track." (See Clinton's Deposition, printed record, pp. 39 to 52, and maps therein referred to.)

If any error has intervened by including the real estate other than railroad track in the assessment of the railroad track, it is attributable to the fault of the company in not regarding the clear requirements of law in making their returns.

The State board only assumed to assess the right of way and improvements thereon under the designation of "railroad track."

The court will not presume, without clear and convincing proofs, that the board violated the law, and included in the valuation of "railroad track" other property which they had no right to assess. Upon this question, see the opinion of the Supreme Court of Illinois in *Chicago, Burlington and Quincy Railroad Co.* v. *Paddock.*

Illinois Tax Injunction Cases, pp. 47 to 50.

Hilliards Law of Taxation 49
Hubbard v Dennison 15 Mich

VII.

AS TO THE ASSESSMENT OF THE "CAPITAL STOCK," INCLUDING THE FRANCHISE.

The ninth article of the Constitution of Illinois, entitled "Revenue," contains the following:

"SECTION 1. The General Assembly shall provide such revenue as may be needful by levying a tax by valuation, so that every person and corporation shall pay a tax in proportion to the value of his, her or its property; such value to be ascertained by some person or persons, to be elected or appointed in such manner as the General Assembly shall direct, and not otherwise; but the General Assembly shall have power to tax peddlers, auctioneers, brokers, hawkers, merchants, commission merchants, showmen, jugglers, inn-keepers, grocery-keepers, liquor dealers, toll bridges, ferries, insurance, telegraph and express interests or business, venders of patents, and persons or corporations owning or using franchises and privileges, in such manner as it shall, from time to time, direct by general law, uniform as to the class upon which it operates."

"Section 2. The specification of the objects and subjects of taxation shall not deprive the General Assembly of the power to require other subjects or objects to be taxed in such manner as may be consistent with the principles of taxation fixed in this constitution."

The Revenue law of Illinois contains the following provisions relative to the assessment of such corporations:

"*Fourth*—The capital stock of all companies and associations, now or hereafter created under the laws of this State, shall be so valued by the State Board of Equalization as to ascertain and determine, respectively, the fair cash value of such capital stock, including the franchise, over and above the assessed value of the tangible property of such company or association. Said board shall adopt such rules and principles, for ascertaining the fair cash value of such capital stock, as to it may seem equitable and just; and such rules and principles, when so adopted, if not inconsistent with this act, shall be as binding and of the same effect as if it contained in this act, subject, however, to such

change, alteration or amendment as may be found, from time to time, to be necessary by said board: *Provided*, that, in all cases where the tangible property or capital stock of any company or association is assessed under this act, the shares of capital stock of any such company or association shall not be assessed or taxed in this State. This clause shall not apply to the capital stock or shares of capital stock of banks organized under the general banking laws of this State."

Rev. Stat. of Ill. of 1874, p. 858, § 3.

It has never been claimed, on the part of appellants or the State of Illinois, that the statute authorizes the State board to assess a corporation upon the shares of stock owned by the stockholders, nor upon the debts of the corporation owned by its creditors. It is claimed, however, that such corporations may be assessed upon their capital or property and franchises, and that, in order to ascertain the value of such property and franchises, the market value of the shares of stock and funded debt of the corporation may be taken into consideration.

This brings us to the question—

First—What is the proper meaning of the terms "capital stock," including the franchise, as used in the statute?

This question has been maturely considered and determined in the Supreme Court of Illinois, where it was held—

1. That the words "capital stock," as used in the Revenue law of the State, mean the *property* of the corporation, and not the shares of stock owned by the shareholders, either separately or in the aggregate.

2. It was competent for the Legislature, under the State Constitution, to require the "capital stock" of corporations, as thus construed, to be assessed for the purpose of taxation against the corporation.

3. That the franchise of a corporation is property, and, as such, it may be a proper object of taxation, in proportion to its value, the same as other property.

Illinois Tax Injunction Cases, pp. 3, 36.

This construction of the statute is sustained by the general current of authority.

Bank of the Republic v. *Hamilton Co.* 21 Ill. 53–63.

It is held that statutes exempting the "capital stock" of a corporation from taxation exempts all property of the company necessary to carry on its business.

Rome R. R. Co. v. *Mayor and Council of Rome*, 14 Ga. 275.
Hannibal and St. Jo. R. R. Co. v. *Shacklett*, 30 Mo. (9 Jones) 550.
New Haven v. *City Bank*, 31 Conn. 106.

If statutes exempting the "capital stock" of a corporation from taxation are construed as exempting its capital or property, by parity of reasoning, statutes providing for the taxation of the "capital stock" of a corporation may be construed as requiring the capital or property of the corporation to be taxed.

The distinction between the capital stock, or capital of a corporation, which is the property of the corporation, and the certificates of shares therein, which are owned by the shareholders, has been frequently recognized in this court.

Van Allen v. *The Assessors*, 3 Wallace, 583, 584.
National Bank v. *Commonwealth*, 9 Wallace, 353-9.
People v. *Commissioners*, 4 Wallace, 258.

That the words "capital stock" are used in the Revenue laws of the State as meaning the capital or property of the corporation, is demonstrated, in the opinion of the Supreme Court of Illinois, in *Porter* v. *Rockford, Rock Island and St. Louis Railroad Co.* 76 Ill. Rep. 561.

Ill. Tax Inj. Cases, pp. 7-11.

It is undeniable that a corporation may be assessed upon its "capital stock" as thus construed, including its franchise. (*Ibid.* p. 12.) "It is not questioned that the State may tax the franchises of companies created by them, and that the tax may be proportioned *either to the value of the franchise granted* or to the extent of its exercise."

State Tax on Railway Gross Receipts, 15 Wall. 296.
Society for Savings v. *Coit*, 6 Wall. 594.
Cooley's Const. Limitations, 496.

The statute of Illinois requires the value of the franchise to be ascertained in connection with the valuation of the capital or property of the corporation; and the excess of the value of the entire property and franchise of the corporation over and above the assessed value of the tangi-

ble property is required to be assessed under the designation of "capital stock. (*Ante*, p. 14. *Rev. Statutes of Illinois of* 1874, p. 858, § 3.)

The statute requires the value of the "capital stock, *including* the franchise," to be ascertained; so that the assessment under the designation, "capital stock," embraces the assessment of the franchise.

Second—The rule adopted by the board, to ascertain the value of the capital stock and franchises of a corporation, is at least theoretically correct.

It may be conceded that any attempt to ascertain the value of the property and franchise of a corporation is attended with much difficulty; yet the law imposed this duty upon the State Board of Equalization.

To enable the board to discharge this duty, the statute requires that there be made by the company and placed before that body, among other things—

"A statement or schedule showing—

1. The amount of capital stock authorized and the number of shares into which such capital stock is divided.

2. The amount of capital stock paid up.

3. The market value, or if no market value, then the actual value of the shares of stock.

4. The total amount of all indebtedness, except for current expenses for operating the road.

5. The total listed valuation of all its tangible property in this State."

Revised Statutes of Illinois of 1874, p. 866, § 48.

The Legislature must have intended that the board would make use of this information.

The task before the board was first to ascertain the value of every species of property owned by the corporation, including its franchise; and when this was done, to deduct therefrom the assessed value of its tangible property, and thus avoid making a double assessment.

The following is the substance of the rule in question:

"*First*—The market or fair cash value of the shares of capital stock and the market or fair cash value of the debt (excluding from such debt the indebtedness for current expenses), shall be combined or added together; and the aggregate amount so ascertained shall be taken and held to be the fair cash value of the capital stock, including the franchise respectively, of such companies and associations.

"*Second*—From the aggregate amount ascertained as aforesaid, there shall be deducted the aggregate amount of the equalized or assessed valuation of all the tangible property, respectively, of such companies and associations."

This rule, it will be observed, utilizes the information required to be placed before the board.

Does not the market or actual value of the shares of stock in the hands of the stockholders, and the market or actual value of the bonded debt of the corporation in the hands of its creditors, serve to indicate the value of all the property, including the franchise, of the corporation?

It is the value of the property and franchise of the corporation which gives value to the bonds and shares of stock of the corporation. In theory at least, the value of the property and franchise of the corporation is equal to the value of the bonded debt and shares of stock in the corporation.

If a corporation is free from debt, the aggregate value of the shares of stock ought to be equal to the value of all the property and franchises of the corporation; but if the corporation is in debt, then the value of the shares of stock must be depreciated in value in a corresponding amount, so long as the value of the property owned by it remains the same.

It is the value, or at least supposed value, of the property and franchises of the corporation which floats and sustains the value of the shares of stock and funded debt of the corporation upon the market. The latter can never rise higher than the former, unless some undue pressure is brought to bear thereon, to cause such abnormal condition.

In equity, "the stock and other property of a private corporation is deemed a trust fund for the payment of the debts of the corporation; so that the creditors have a lien or right of priority of payment on it, in preference to any of the stockholders in the corporation."

2 *Story's Eq. Jur.*, § 1252.

Railroad Company v. Howard, 7 Wall., 416.

Scammon v. *Kimball*, 8 Chicago Legal News, p. 146.

The stockholders are not entitled to any dividend, or to participate

in a distribution of the assets of the corporation, until the corporate debts are paid. *Ibid.*

Mumma v. *The Potomac Company*, 8 Pet., 281 to 286.

Wood v. *Dummer*, 3 Mason R., 308.

It necessarily follows, therefore, that if the shares of stock in a corporation, which is in debt, are worth any given sum, the value of the property and franchises must be sufficient to equal the aggregate of the debt and value of the shares of stock.

It should be borne in mind that the purpose of the board in the adoption of this rule was to ascertain the value of all the property or capital and franchises of the corporation, less the assessed value of its tangible property, and not merely the aggregate value of the shares of stock in the hands of the stockholders.

To attain this end the rule is based upon incontestible principles. For example: A corporation is organized with a cash capital of $100,000, actually paid into the treasury. It would unquestionably have $100,000 which ought to be assessed for the purposes of taxation. If the corporation should also negotiate a loan for $100,000, and issue its bonds therefor, and receive the money, it would thereby become the owner of an additional $100,000, which it could invest in property or in its business, as it saw fit. By the creation of this debt and the acquisition of this additional $100,000, the value of the shares in the hands of the shareholders would not be affected. In such case, should it be assessed on the basis of $100,000, or $200,000?

A citizen, or natural person, is entitled to no deduction upon the ground that he is in debt for property which he has purchased, or money he has borrowed and invested in property.

The People v. *Rhodes*, 15 Ill., 304.

The People v. *Worthington*, 21 Ill., 171.

McConn v. *Roberts*, 25 Iowa, 152.

What is there in the nature of a corporation, that it is entitled to greater immunities than is accorded to a citizen, under the same circumstances?

If A owns a farm worth $10,000, subject to a mortgage for $5,000, the net value of his interest in the farm, subject to the lien of the mortgage, would be $5,000.

Every debt of a corporation is equivalent to a mortgage upon its property, as against its shareholders. 2 *Story's Eq. Jur.*, § 1252.

If an incorporated company owned a farm of the same value, subject to a mortgage or debt, for the like amount, and owned no other property, the aggregate value of all the shares would, in fact, be the sum of $5,000.

If the assessment was made on the simple aggregate value of the shares in its capital stock, it would only be required to pay one-half the amount of taxes the natural person would pay.

By the application of this rule, which the Board of Equalization is said to have acted upon, the citizen and corporation would be placed upon an equality for the purposes of taxation.

A further illustration of the practical workings of the rule may be given. Two corporations own property and franchises of equal value. One is free from debt, and the other owes indebtedness equal to one-half the value of its property and franchises. The aggregate value of the shares of stock in the corporation free from debt in such case, would be double that of the other. If we apply the principle which pervades the Illinois Revenue law, and has been approved by the Supreme Court of the State, no deductions can be made for indebtedness, and each corporation must be assessed an equal amount. This result would be reached by adding the amount or market value of the indebtedness of the debtor corporation to the aggregate value of the shares of its capital stock.

The rule in question was evidently framed with a view to ascertain, in connection with the capital stock of the corporation, "the value of the intangible thing called franchise." The estimate placed thereon by dealers in the bonds of the corporation, and the shareholders, whose interests in the property and franchise are subject to the charge and incumbrance of such bonds, constitute as fair a basis as any that can be suggested to ascertain the value of such capital and franchise.

Upon this question the Supreme Court of Illinois say:

"It is argued, that by adopting this mode of valuation the board assessed the corporation on the value of the debts which it owes, and which are not in any sense its property.

"We are not to assume that this was done, as it is not enjoined by the Revenue act, and would be in clear violation of the duty imposed on the board. It appears from the resolutions that the object was, to assess the capital stock and franchises of corporations, as is directed by the fourth clause of the 3d section of the Revenue act, and the assessment is, in fact, on the capital stock including the franchise. The averment in the bill in this respect, is contradicted by the exhibits.

"There is a seeming injustice in taxing corporations which are largely indebted and whose earnings are insufficient to pay the accruing interest, as is alleged to be the fact in the present case, to the full extent of the value of all their property and privileges, without regard to their indebtedness; yet it has never been the policy of the legislature to make any discrimination in favor of individuals on this account, and corporations can not claim an exemption from taxation, when, under like circumstances, an individual would not also be exempt to the same extent.

"The mode of valuation adopted by the Board of Equalization assumes: 1st. That the value of the aggregate shares of capital stock is equal to the value of all the property, including the franchise, belonging to the corporation when it is not indebted. 2d. That when the corporation is indebted, the indebtedness proportionally reduces the value of the shares of capital stock. 3d. That the value of the debt is determined by the value of that belonging to the corporation from which its payment can be enforced, so that, however great the nominal amount of the debt, its actual value can never exceed that sum. To illustrate: Where a corporation is free from debt and the aggregate value of its shares of stock is, say, $150,000, it is assumed that the value of its capital stock, including its franchise, is $150,000. If the same corporation, still retaining the same property, is, however, indebted $50,000, this will reduce the aggregate value of its shares of stock to $100,000, but, as the law does not exempt corporations or individuals from the payment of taxes on account of indebtedness, it would not be accurate to tax the corporation at this amount, because to do so would be to exempt it to the extent of its indebtedness. To ascertain, therefore, what would be the aggregate value of its shares of stock, if the corporation were free from debt, it is

necessary to add the value of the debt to the value of the shares of stock. If the corporation is, in the given case, indebted $150,000, the shares of stock will be worth nothing, but the value of the debt will be $150,000—which is the value of that from which payment can be enforced; and so, if the corporation is indebted in any greater sum, the value of the debt will still be only $150,000.

"If these assumptions were entirely accurate, there could be no question of the accuracy of the valuations determined by the board. But it is insisted that the market values of the shares of stock are sometimes based upon artificial and fictitious valuations, produced by stock gambling and dishonest speculations. This may be conceded to be true, and still it will not follow that they, therefore, can not be valued for taxation, or their market value may not be taken as a sufficiently accurate approximate value for that purpose. It has always been supposed that a fair test of the value of an article is, what it will sell for, and we are unable to perceive how a more accurate test of value can be ascertained. The fact that the market value is fluctuating makes such a test less accurate than it would otherwise be; still it must, of necessity, be deemed a sufficient approximation of actual value for all practical purposes. So far as we are advised, it has never been questioned but that shares of stock may be assessed and taxed, on the basis of their market values. It is difficult to conceive why, if this may be done as against the shareholders, the aggregate market values of the shares of stock may not be assumed as an equally fair expression of all taxable values, tangible and intangible, belonging to the corporation, since it is not claimed that the shares have any value independent of the interest they represent in the franchise and other property of the corporation. Live stock, grain, etc., may be assessed for taxation on a valuation based on their market values, yet it is as well known that such values are frequently affected by gambling speculations, as it is that shares of stock are thus affected. It is obvious that if no property can be assessed for taxation except where it has a permanent market value, based upon an infallible standard of actual, intrinsic value, the sooner the present system for raising revenue is abandoned the better it will be for the State,

for it is scarcely possible that any considerable part of the property in the State can be so valued."

Illinois tax Inj. Cases, p. 25.

If the ascertained value of all the property or capital stock of the company, including the franchise, does not exceed the assessed value of the tangible property, then, in the application of this rule nothing would remain to be assessed under the title "capital stock." This is the explanation of the fact, that, as to a large number of the weaker railroad corporations, no assessment was made under the designation "capital stock."

Proceedings of State Board of Equalization for 1874, p. 80.

It thus appears, that when the board has before it accurate data to which to apply the rule, it only develops values when real values exist.

This mode of taking corporations upon their capital stock has obtained and been upheld in other States.

Commonwealth v. *Hamilton Manufacturing Co.*, 12 Allen, 238.

Commonwealth v. *Lowell Gas Light Co.*, 12 Allen, 312.

Dwight v. *Mayor of Boston*, Id., 316.

Commonwealth v. *New Eng. Slate and Tile Co.*, 13 Allen, 391.

Commonwealth v. *Cary Improvement Co.*, 98 Mass., 19.

Monroe Co. Savings Bank v. Rochester, 37 N. Y., 366.

Osborn v. *N. Y. and N. H. R. R. Co.*, 40 Conn Rep., 491.

It appears, from the case last cited, that the statute of Connecticut requires the amount of the funded and floating debt of railroad corporations to be added to the market value of shares of stock, in order to determine the total value of the property and franchises of such corporations. As quoted in the opinion, the statute, after requiring the value of the stock and debt to be thus combined, contains this provision:

"Which valuation, so made and approved, or amended, by the Board of Equalization, shall be regarded as fixing the basis or measure of value of such railroad and horse railroad, their rights, franchises and property within this State, for purposes of taxation. (*Ibid*, p. 492.)

These provisions are still retained in the late revision of the statutes of Connecticut. Thus in Title 12, Chap. 5, we find the following:

"§ 5. The secretary or treasurer of every railroad company, any portion of whose road is in this State, shall, within the first ten days of October, annually, deliver to the controller a sworn statement of the number of shares of its stock and the market value of each share, the amount of the market value of its funded and floating debt, the amount of bonds issued by any town or city of the description mentioned in Chap. 1 of this Title, when the avails of such bonds or stock subscribed and paid for therewith shall have been expended in such construction, the amount of cash on hand on the first day of said month, the whole length of its road, and the length of those portions thereof lying without this State."

"§ 6. Each of such railroad companies shall, on or before the twentieth day of October, annually, pay to the State one per cent of the valuation of said stock and bonds as contained in said statement, after deducting from such valuation the amount of cash on hand and from said sum required to be paid, the amount paid for taxes upon the real estate owned by it, and not used for railroad purposes; *and the valuation so made and corrected by the State Board of Equalization shall be the measure of value of such railroad, its rights, franchises and property in this State for purposes of taxation*, and this sum shall be in lieu of all other taxes on its franchises, funded and floating debt and railroad property in this State."

"§ 7. When only a part of the railroad lies in this State, the railroad company shall pay only such proportion of such sum as the length of that portion of the road in this State bears to the whole length of the road."

General Statutes of Conn. (Revision of 1875), p. 168.

In the year 1870, the Governor of New York, in pursuance of a resolution adopted by the General Assembly, appointed a commission, consisting of David A. Wells, Edwin Dodge and George W. Cuyler, to revise the laws of the State for the assessment and collection of taxes, and to report the result of their labors to the General Assembly. The chairman of this commission has a national reputation as a statistician and student of political economy. In February, 1871, this commission accordingly made their report, and in respect to the assessment of rail-

road corporations, after discussing the mode of taxation which prevails in Massachusetts and Connecticut, make the following recommendation:

"The commissioners are of opinion that the interests of New York would be subserved if the State would follow the example of Massachusetts and Connecticut, and take the taxation of her railroad corporations exclusively under her control; authorizing the comptroller or other designated officer to assess annually, at a given rate, *the corporate franchise, at a valuation equal to the aggregate market value of its stocks and funded and floating debt*, less cash on hand; and that in consideration therefor the said corporations be exempt from all other taxation." (Report of Commissioners, p. 105.)

This mode of ascertaining the value of the corporate property and franchise is not, therefore, an invention of the General Assembly of Illinois. It finds a recognition in the legislation of other States, and has met the approval of the leading minds of the country who have made the subject of this vexed question of taxation an especial study.

Although the courts might think it expedient to adopt some other rule to ascertain the value of corporate property and franchises, if the duty of assessing property for purposes of taxation devolved upon the judicial department of the government, yet the rule adopted by the State Board of Equalization is certainly not in itself so unrersonable and absurd as to justify the courts, in a collateral proceeding, to disregard the action of the tribunal whose duty and province it was to make the assessment.

The Board of Equalization had jurisdiction of the subject, and jurisdiction being established, a tax founded upon the assessment has all the force and vigor of a judicial sentence, importing absolute verity, notwithstanding the assessors may have erred in their judgment.

The People v. *Halsey*, 53 Barb., 548.

Genesee Bank v. *Supervisors*, Id., p. 222.

Swift v. *City of Poughkeepsie*, 37 N. Y., 511.

Clinton School District's Appeal, 56 Pa. State (6 P. F. Smith), 315.

VIII.

THE ASSESSMENT UPON WHICH TAXES ARE CLAIMED TO BE DUE, DOES NOT APPEAR TO BE EXCESSIVE.

It appears from the returns made by the company, that the amount of capital stock subscribed and paid up was $11,356,300, divided into shares of $100 each, which, in the hands of its shareholders, were worth at least their par value.

The funded debt of the company (exclusive of debt for current expenses,) appears to have been $7,250,900.

The total assessed and equalized value of the tangible property of the company appears to have been $5,565,050.

The capital stock (including the franchises) of the company, over and above the assessed value of the tangible property, was assessed at $7,629,829, making the total assessment or valuation of the property and franchises of the company for taxation, $13,194,879.

The manner in which this assessment of the capital stock was arrived at appears in the table upon page 80 of the Proceedings of the State Board of Equalization for 1874, from which we copy the caption and so much as relates to this company and its leased lines, as follows:

TABLE "A."—*Showing the Assessment made by the State Board of Equalization on the Capital Stock of Railroads—accompanying and made part of the Report of the Committee on Assessment of Capital Stock of Corporations.*

Name of Company.	CAPITAL STOCK PAID UP.		TOTAL INDEBTEDNESS, EXCEPT FOR CURRENT EXPENSES.		Market or actual value of paid capital stock and debt, as determined by the State Board.	Capital stock & debt as equalized, with the aggregate assessm't of the state, by deducting 40 per cent. of market or actual value.	Total equaliz'd value of tangible property, assessed by State Board and in counties.	Assessed and equalized value of capital stock, being excess of equalized value of capital stock and debt over equalized value of tangible property.
	Total.	Proportion in Illinois.	Total.	Proportion in Illinois.				
* * * * * * *	* * *	* * *	* * *	* * *	* * *	* * *	* * *	* * *
Chicago and Alton.....	$11, 355, 300	$11, 355, 300	$7, 311, 900	$7, 311, 900	$18, 667, 200	$11, 200, 320	$5, 565, 050	$7, 629, 829
Alton and St. Louis.....								
St. Louis, Jacksonville and Chicago.....	2, 348, 600	2, 348, 600	2, 725, 000	2, 725, 000	2, 650, 835	1, 590, 501		
Joliet and Chicago.....	1, 500, 000	1, 500, 000	349, 000	349, 000	673, 430	404, 058		

$1994.559.

It appears from the foregoing table, that 60 per cent. of the debt of the two of the leased roads, to-wit: the St. Louis, Jacksonville and Chicago Railroad Company and the Joliet and Chicago Railroad Company, were taken into account, the same as if it had been the debt of the Chicago and Alton Railroad Company, and, by reason thereof, increased the aggregate assessment upon the capital stock and franchises of the latter company in the sum of $1,994,559.

In the case of the *Chicago, Burlington and Quincy R. R. Co.* v. *Cole*, the Supreme Court held this to be erroneous.

Illinois Tax Inj. Cases, p. 44.

We therefore admit, that such portion of the assessment under the the designation capital stock, as resulted from this error, ought to be abated.

This leaves a balance of $5,635,270 assessed upon the capital and franchises of the company over and above the assessed value of the tangible property.

It also appears from the table, that in making up the valuation of the shares of stock in the Alton and St. Louis Railroad Company, $5,000 of the shares in the Chicago and Alton Company was included; and that the total valuation of such stock is thereby increased $5,000, making the total $11,355,300, instead of $11,350,300. The Chicago and Alton Company appear to have owned the shares of stock in the Alton and St. Louis Company, and only kept up the organization of the Alton and St. Louis Company, so as to have the benefit of its franchises in operating this part of the line of the road. (See printed record, p. 62.)

It is admitted in the bill, that the Chicago and Alton Railroad Company was legally liable to pay all the taxes upon the property of the companies whose roads it operated under perpetual leases. But whether this item of $5,000, which was added to the paid up capital of the company on account of the shares of stock owned by it in the Alton and St. Louis Company, was properly included, may be questionable under the decision of the Supreme Court of Illinois, in *Chicago, Burlington and Quincy R. R. Co.* v. *Cole, supra*, and therefore, for the purposes of the present case, we are willing to waive its discussion and consent to its being deducted.

Only 60 per cent. of this $5,000 entered into the actual assessment, inasmuch as 40 per cent. of the ascertained value of the capital and

franchise of the company was deducted by the State Board, in order to equalize the assessment with that of other property generally in the State. This will be apparent form the foregoing extract of the proceedings of the board.

Upon this basis the assessment or valuation under the designation "capital stock," would be reduced the further sum of $3,000, leaving $5,635,270 as the amount of the assessment under that designation.

This, added to the assessment of the tangible property, makes the total assessment or valuation of all the capital, property and franchises of the company for the purposes of taxation $11,200,270. The entire record will show this to have been a moderate valuation of the property and franchises of the company.

The Chicago and Alton Company owed a bonded debt of $7,311,900. This debt as against its shareholders was a prior lien and charge upon all the property and franchises of the company.

Consequently it would reduce the value of its shares of stock in the hands of the shareholders in a corresponding amount Notwithstanding this incumbrance, the shares of stock, amounting in the aggregate to $11,356,300, were at par in the market.

The total valuation of the tangible property and capital stock, including franchise, would therefore be $18,662,200.

He who seeks equity must do equity, and he who seeks to restrain the collection of a tax, a part of which is illegal, must pay so much of the tax as may be equitably due.

Merrill v. *Humphrey*, 24 Mich. 170.

The fact, therefore, that a part of the assessment under the designation "Capital stock" is conceded to have been excessive, does not, in equity, constitute grounds for restraining the collection of the entire tax.

It is said that all the property of the company, except its franchise, was assessed as tangible property. The record does not sustain this statement.

1. It appears that the corporation owned perpetual leases of three other railroad companies in Illinois having extensive lines of road, with the right to operate the same and exercise their franchises in connection with its own road. (Printed record, p. 4.) That the right of the

corporation under these leases is of great value, is undisputed; but such value, whatever it may have been, was not included in the assessment of the tangible property.

2. The books containing the proceedings of the State Board of Equalization for the years 1873 and 1874, were produced in evidence, and by consent of parties, and in pursuance of the order of the Circuit Court, were transmitted to this Court in lieu of copies.

It thus appears, that, in the assessment of the "Railroad track" the State board did not take into consideration the value thereof arising from the fact that it had been graded, bridges and culverts built, and put in condition to receive the ties and iron.

It appears that the following resolution was adopted by the State board:

"WHEREAS section 273 of the Revenue law provides, that in all questions of doubt the Auditor shall give his opinion and advice as to the true intent and meaning of the law,

"*Resolved*, That the Auditor be requested to present to the board, at 2:30 o'clock P. M., his opinion, in writing, as to the proper manner of assessing railroad property, especially as to the right of this board to embrace the value of grading and cost of construction in the assessment of railroad property denominated 'railroad track.'"

The following is the material part of the Auditor's response:

"The conclusion which I have reached is, that the law does not contemplate the assessing of the cost of construction, or grading, as any part of the property denominated 'railroad track,' in section 42 of the Revenue law; but that any value resulting from, or belonging to, such grading, can only be legally and equitably ascertained in the assessment of the capital stock of any railroad company." (Proceedings of State Board of Equalization for 1873, pp. 44 to 148.)

The majority of the committee of the board on assessment of railroad property made a report, including the estimate of the value of grading or improvements beneath the iron, etc. (*Ibid.*, pp. 36 to 38.)

The minority of the same committee made a report to the board, excluding the value of such improvements from their consideration. (*Ibid.*, pp. 39 to 41.)

The board adopted and acted upon the minority report. (*Ibid.*, p. 44.)

The same board made the assessment in 1874, and pursued the same plan in respect to exclusion of the value of the grading and improvements of the roadbed beneath the iron from their consideration in the assessment of the railroad track, under the supposition that it could be more fairly and justly reached in the assessment under the designation "capital stock."

It thus appears that very large values, which undoubtedly might with propriety have been assessed under the designation "railroad track," were in fact excluded from the assessment under that designation.

C. & N. W. Ry. Co. v. *Lee Co.*, 44 Ill., 248.

The statute requires that the *assessed* value (not the actual value) of the tangible property should be deducted from the aggregate value of the capital stock and franchises of the corporation, for the purpose of assessment.

Rev. Stat. of Ill. of 1874, p. 858, § 3; *Ante*, p. —.

It will, therefore, frequently occur that when the tangible property is not assessed at its proper value, or when any portion thereof is, from any cause, omitted from the assessment, the same will be included in the assessment of the "capital stock."

3. The record shows that the Chicago and Alton Railroad Company owned the shares of stock in the Alton and St. Louis Railroad Company, amounting to $800,000. (Printed record, p. 62.)

These shares of stock, so owned by the principal company, in like manner as its other property, enhanced the value of shares of stock in that company.

While it may be conceded that the State board ought not, in view of the rule it had adopted, assess the stock of the Alton and St. Louis Company in the manner it attempted, it is certain that their value should be included in the assessment in some form.

Unless the assessment under the designation "capital stock" is sustained, these elements of value in the roadbed, the value of the right of the principal company to use the franchises of its leased roads, and the value of its own franchise, as well as the shares of stock owned by it in the Alton and St. Louis Railroad Company, will wholly escape taxation.

IX.

THE ASSESSMENT OF RAILROAD PROPERTY IS CONFIDED TO THE STATE BOARD OF EQUALIZATION; AND SO LONG AS THE BOARD KEEPS WITHIN ITS JUBISDICTION, ITS ACTION CANNOT BE COLLATERALLY IMPEACHED FOR MERE ERROR IN JUDGMENT, BUT ONLY FOR FRAUD, ACCIDENT, OR MISTAKE.

In the case of *Commonwealth* v. *Cary Improvement Company*, the Supreme Court of Massachusetts say:

"The defendants complain that the valuation upon which the amount of tax is computed is excessive and unreasonable, and therefore that either the tax is entirely invalid, or the defendants are entitled to be relieved to the extent of the excess. The return made by the treasurer of the corporation stated the market value of the shares. This return, verified by information of actual sales of such shares, governed the tax commissioners in fixing the value of the aggregate capital stock upon which the tax was laid. It is not contended that there is any error in the tax, if the standard adopted by the commissioners is the correct and proper one by which to determine its amount. But the defendants contend that the value so computed is an artificial one, and greatly in excess of the real value of the entire property of the corporation, and that the commissioners erred in disregarding entirely the actual pecuniary condition of the corporation and the value of its real and personal property.

"The court are of opinion that in the estimate or computation of the value of the capital stock of the corporation, the judgment of the tax commissioners is not open to modification or revision by any other tribunal."

98 *Mass. Rep.*, pp. 19 to 21.

The same principle has been repeatedly affirmed in New York. It is there held:

"The assessors are *quasi* judicial officers when acting within the sphere of their jurisdiction, and their assessments, when made, become judgments to be enforced by a warrant, in the nature of a special execu-

tion, to be issued by the supervisors of the county. The assessors are not subject to an action to review, modify, or reverse their judgments; nor to hold them to personal liability when acting within their jurisdiction. (*Barhyte* v. *Shepherd*, 35 N. Y. R., 238, and cases there cited.) Their judgment can be reviewed by action for fraud, mistake, or other cause giving jurisdiction to courts of equity; but it is the parties affected by the judgment who must be brought into court to litigate, and not the judges."

Western R. R. Co. v. *Nolan*, 48 N. Y., pp. 514 to 518.

The law is well settled, that assessors, in judging of the value of property, act in a *quasi* judicial capacity, and although they may err in judgment and assess it too high, this, of itself, will give a court of equity no jurisdiction to interfere or restrain the collection of the tax.

Porter v. *R., R. I. and St. L. R. R. Co.*, 76 Ill., 561.
Illinois Tax Injunction Cases, 32, 36.
Spencer and Gardner v. *The People*, 68 Ill., 512.
Weaver v. *Devendorff*, 3 Denio, 117.
Albany and West Stockbridge R. R. Co. v. *Town of Canaan*, 16 Barb., 244.
Gilpatrick v. *Inhabitants of Saco*, 57 Me., 277.
Salmond v. *Hanover*, 13 Allen, 119.
Osborn v. *Danvers*, 6 Pick., 98.
Howe v. *Boston*, 9 Cushing, 274.

Where no appeal is given, the courts cannot revise the judgment of the tax officers.

Stewart v. *Maple*, 70 Pa. State Rep., 221.
Clinton School Dist. Appeal, 56 Ib., 315.

So, in *Republic Life Ins. Co.* v. *Pollak*, the Supreme Court of Illinois say:

"It is urged that the Board of Equalization has overvalued the property assessed, and adopted a false rule for ascertaining such value. Even if it were true that there was too great a value placed on this property, counsel mistake the power of the court to afford relief for that reason. Our Constitution, article 9, section 1, provides, that the General Assembly shall provide such revenue as may be needed, by levying a tax, by valuation, so that every person and corporation shall pay a tax

in proportion to the value of his, her or its property, such value to be ascertained by some person or persons to be elected or appointed in such manner as the General Assembly shall direct, and not otherwise. Thus it will be seen that all power to fix a valuation is taken from each of the departments of the government. It is unmistakably vested in the persons elected under the requirements of the statute, and it can only be fixed by them, and not otherwise. The legislative branch of government could not exercise this power, nor could the executive, because the Constitution has not only vested it in the persons elected, as directed by the General Assembly, but all other persons, bodies, departments, or such bodies combined, are expressly prohibited from performing such duty.

"Nor is there any power, expressed or implied, by which the courts can fix a valuation, or review the action of the assessors. They are invested with the sole power, and we are aware of no authority to review their action. The law has not—nor can it, in view of this constitutional provision—empower the courts to fix the valuation of property for taxation. We regard no proposition clearer. And if the courts may hear evidence, and change the valuation fixed by the officers elected under the law to perform that duty, then it is the courts, who are not elected or appointed for the purpose, who fix the value, and that would be to make the valuation otherwise than is *peremptorily* required by the Constitution. For the courts to hear evidence and change the valuation fixed by the assessors, would be in direct and palpable violation of the Constitution. When those officers have acted it is final, and the taxpayer must submit to the action of the officer who is clothed with the sole power to make the estimate of the value, unless he can show it was fraudulently made, or that the property has been assessed not liable to taxation, or the legislature has disregarded or transcended the principles of equality, or where a tax has been levied when not authorized by law."

Ill. Tax Injunction Cases, p. 36.

In the case of *Lincoln* v. *City of Worcester*, 8 Cushing, 55, at the conclusion of the opinion of the Supreme Court of Massachusetts, delivered by Shaw, Ch. J., it is said: "If such an action [to recover taxes paid upon an erroneous assessment or overvaluation] could be maintained,

it would, in effect, be to transfer the duty and business of forming a valuation, and assessing and levying taxes, from the domestic tribunal to which the law has committed it, to a court of justice, settling facts on evidence, by a jury, and with very inadequate means for the performance of that duty to the satisfaction of any body. Deciding, therefore, that such action will not lie, is not deciding upon a mere question of form of remedy, where a real grievance is shown, but it results from a view of the fundamental principles on which the whole system of public taxation is founded." (*Ibid.*, p. 66.)

"The assessor is the officer who has been provided by the legislature for fixing the valuation of property for the purposes of taxation.

"No appeal to any court is provided from the assessor's judgment in fixing the value of property for taxation, nor has any express authority been conferred upon a court to revise such valuation, or to correct an assessment, or order a new one, or to make a rebate of any tax.

"And we are of opinion that the power does not belong to any court to revise the assessment made by an assessor, and change or set aside any valuation of property made by him, where his judgment has been honestly exercised, and upon a right basis. To do so, would seem to be to arrogate the power of ascertaining the value of property for taxation, which ascertainment of value, the Constitution declares, shall be by some person or persons designated by the General Assembly, and not otherwise."

Spencer and Gardner v. *The People*, 68 Ill., 512.

Elliott v. *City of Chicago*, 48 Ill., 293.

Jenks et al. v. *City of Chicago*, Id., 296.

The assessment of property for taxation, made by assessors acting within the scope of their jurisdiction, stands upon the same basis as the judgment of a court of competent jurisdiction.

Neither can be questioned, collaterally, for mere error in judgment, but only upon the ground of fraud, or the existence of such facts as bring the case under some acknowledged head of equity jurisdiction.

Susquehanna Bank v. *Board of Supervisors*, 25 N. Y., 312.

Where no appeal is provided by law, or where such appeal is allowed but not prosecuted, this Court has ever applied the principle, that the

determination of the assessor, while acting upon subjects within his jurisdiction, is conclusive.

Pohlman v. *The Collector*, 20 Wall., 197.

Collector v. *Beggs*, 17 Wall., 182 to 191.

To sustain this decree upon the mere ground of a supposed overvaluation, will virtually place the Federal courts in the attitude of the assessors of property for State taxation. This is a duty and power which the State courts cannot, under the Constitution, assume; and for stronger reasons, we submit that it is not within the province of the Federal courts to undertake the discharge of any such function.

JAMES K. EDSALL,

Attorney-General of Illinois, for Appellants.

DECISIONS

OF THE

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SUPREME COURT OF ILLINOIS.

CENTRAL GRAND DIVISION.

JANUARY TERM, A. D. 1874.

SAMUEL R. PORTER, County Treasurer, and JOHN W. COOK, County Clerk, *v.* ROCKFORD, ROCK ISLAND & ST. LOUIS R. R. Co. } Appeal from Rock Island.

1. The words "capital stock" as used in the Revenue Law relative to the assessment of corporations, are held to mean the *property* of corporations; and not the shares of stock owned by the share-holders, either separately or in the aggregate.

2. It was competent for the Legislature, under the State Constitution, to require the "capital stock" of corporations, as thus construed, to be assessed for the purpose of taxation against the corporation.

3. The franchise of a corporation is property, and as such it may be a proper object of taxation, in proportion to its value, the same as other property.

4. The fact that it is difficult to determine the value of corporate franchises does not affect the question of the power of the Legislature to require them to be taxed upon valuation. Credits are also intangible property, and it is often difficult to ascertain their value, yet they are required to be taxed in proportion to their value.

5. The fact that the statute requires the value of the franchire to be ascertained in connection with the valuation of other property, constitutes no valid constitutional objection thereto.

6. Under the Constitution of Illinois it is left to the Legislature to determine whether corporations shall be taxed only on their tangible property, on the amount of their capital paid in, on the amount of their gross receipts, or as in the present instance, on the value of their tangible property, and on the fair cash value of their capital stock, including their franchises over and above the assessed value of their tangible property, subject merely to the limitation that it shall be directed by general law uniform as to the class upon which it operates.

7. The Constitution does not require the property of all persons and corporations to be assessed by the same class of officers. It was competent for the Legislature to direct that the property of corporations should be assessed by the State Board of Equalization. Whether property is assessed by local assessors or by the State Board, it is in the language of the Constitution assessed by "some person or persons" elected or appointed in the manner the General Assembly has directed, "and not otherwise."

8. The property and franchises of railroad corporations, can be more fairly and inteligently valued by the State Board as an entirety than it can in fragments by local assessors. The direction to the Board of Equalization is the same as that given to the local assessors. It is to assess all property, which it is required to assesss at its fair cash value.

9. The law devolved upon the State Board the duty of ascertaining the fair cash value of the "capital stock" (that is property), including the franchise of the corporation. The market or actual value of the shares of stock, and the market or actual value of the bonded debt of the corporation may be taken into consideration as means to ascertain the value of the entire property and franchises of the corporation. The fact that the State Board adopted or acted upon a rule to this effect does not invalidate their assessment.

10. The Constitution of Illinois requires that the value of property assessed for taxation shall be ascertained by some person or persons to be elected or appointed in such manner as the General Assembly shall direct and not otherwise. The General Assembly has directed that the Board of Equalization, and not the courts, shall exercise this function. Assessors in judging of the value of property act in a *quasi* judicial capacity, and although they may err in their judgment, and assess it too high, this will not of itself give a court of equity jurisdiction to enjoin its collection.

The Constitution does not provide that the Legislature shall require that persons or corporations, whose property shall be assessed for taxation, shall be notified of the assessment or the rules adopted whereby to determine the value of the property, or that there shall be allowed the right of appeal in such cases. These matters address themselves purely to the discretion of the Legislature. The law, as it is made, is in this respect conclusive.

OPINION OF THE COURT BY SCHOLFIELD, J.

A number of cases have been submitted at the present term, for our decision, in which substantially the same questions

arise as in the present case. Inasmuch as the opinion in this case must be conclusive in those, we have, in considering the various questions involved, examined all the arguments filed by the distinguished and eminent counsel engaged in the several cases, with all the care and deliberation we could bestow, in view of the limited time within our control.

The bill filed by the appellee alleges that the Board of Equalization assessed against it, for the purpose of taxation for the year 1873, its property denominated "Railroad Track" and "Rolling Stock" at the sum of $1,146,024, and its capital stock at the sum of $1,004,480, upon all which taxes are levied, the collection of which is sought to be enforced against appellee.

The present suit relates only to so much of these taxes as is claimed to be due in Rock Island county.

The first objection urged is, that appellee owns no property upon which it can be held liable for the payment of taxes, which is described by the words "capital stock," because, it is insisted, its capital stock has been sold to, and was at the time of this assessment, the property of the shareholders and not of the corporation.

The legal property of the shareholder is quite distinct from that of the corporation, although the shares of stock have no value save that which they derive from the corporate property and franchise; and a tax levied upon the property of one, is not, in a legal sense, levied upon the property of the other. In *Van Allen* v. *The Assessors*, 3 Wallace, 583, Mr Justice NELSON, in delivering the opinion of the court, said: "The tax on the shares is not a tax on the capital of the bank. The corporation is the legal owner of all property of the bank, real and personal, and within the powers conferred on it by the charter, and for the purposes for which it was created, can deal with the corporate property as absolutely as a private individual can deal with his own. This is familiar law, and will be found in every work that may be opened on the subject of corporations. A striking exemplification may be seen in the case of the *Qween* v. *Arnaud*. The question related to the registry of a ship owned by a corporation. Lord Denman observed: "It appears to me that the British corporation is, as such, the

sole owner of the ship. The individual members of the corporation are, no doubt, interested, in one sense, in the property of the corporation, as they may derive individual benefits from its increase, or loss from its decrease; but in no legal sense are the individual members the owners."

The interest of the shareholder entitles him to participate in the net profits earned by the bank in the employment of its capital, during the existence of its charter, in proportion to the number of his shares; and, upon its dissolution or termination, to his proportion of the property that may remain of the corporation after the payment of its debts. This is a distinct, independent interest or property, held by the shareholder like any other property that may belong to him.

"There can be no question," says Redfield, in his work on Railways, (Vol. 2d, 3d Ed., 453,) "that the capital stock of corporations or their property, both real and personal, is taxable to the corporation itself."

After quoting from the opinion of Mr. Justice WAYNE, in *Gordon* v. *The appeal Tax Court*, 3 Howard, 133, he adds: "We here find the clear recognition of three kinds of corporate property, taxable to the corporation, and the shares in the corporators distinctly defined as fourth species of corporate property which is taxable only to the owners or holders. 1. The capital stock. 2. The corporate property. 3. The franchise of the corporation—all of which is taxable to the corporation; and the shares in the capital stock, which is taxable, only to the shareholders."

And again, at page 460, sec.2, he says: "The interest or right of a shareholder in a corporation is well defined by Mr. Chief Justice Shaw: 'The right is, strictly speaking, the right to participate in a certain proportion, in the immunities and benefits of the corporation. This is a right or property, as distinct from the capital stock of the company, or property of the company, as a debt is distinct from the debtor, or mortgaged debt from the mortgaged premises,"

The distinction as thus stated between "capital stock," which is liable to taxation against the corporation, and "shares of stock," which can only be taxed against the shareholders, is

also fully recognized in *Oswego Starch Factory* v. *Dolloway*, 21 N. Y. 449; *The People* v. *Com'r of Taxes*, 23 Id. 217-18; *Minot* v. *The P., W. & B. R. R. Co. et al.* 18 Wallace 205. See also *People v. Bradley*, 39 Ill. 144; *Bank of Republic* v. *County of Hamilton*, 21 Id. 54.

We are satisfied, from a careful examination of the revenue act, that the Legislature did not, by the use therein of the words "capital stock," mean "shares of stock," either separately or in the aggregate, but that they intended to designate thereby the property of the corporation. In the second clause of the first section, in declaring what shall be taxed, is included, the "shares of stock of incorporated companies and associations; and the fourth clause includes "The capital stock of all companies and associations now or hereafter created under the laws of this State."

The third section prescribes the mode of valuation, and in the fourth clause it is required that "the capital stock of all companies and associations now or hereafter created under the laws of this State, shall be so valued by the State Board of Equalization, as to ascertain and determine respectively, the fair cash value of such capital stock, including the franchise, over and above the assessed value of the tangible property of such company or association," and the section concludes with the proviso that, "in all cases where the tangible property or capital stock of any company or association is assessed under the act, the shares of the capital stock of any such company or association shall not be assessed in this State.' Sec 5 requires every person to "list his shares of stock of joint stock or other companies," (when the capital stock of such company is not assessed in the State); and, that "the property of a body politic or corporate shall be listed by the president or proper agent or officer thereof."

Rev. Stat. of 1874, p. 858.

By the 29th clause of the 25th section, it is made the duty of the person whose property is being assessed, to state in the schedule to be by him delivered to the assessor, the amount and value of shares of capital stock of companies and associations not incorporated by the laws of this Sate." The capital stock or property of national banks is not to be assessed or taxed;

but by the 35th section, it is provided that "the stockholders in every bank located within this State, whether such bank has been organized under tue the banking laws of this State, or of the United State, shall be assessed and taxed on the value of their shares of stock theirin," etc.

By the 40th section, "every person, company or corporation owning, operating or constrvcting a railroad in this State, shall return sworn lists or schedules of the taxable property of such railroad," as is thereinafter provided.

The 48th section requires that, "at the same time the lists or schedules are required to be returned to the county clerks, the person, company or corporation, running operating or constructing any railroad in this State, shall return to the Auditor of Public Accounts sworn statements, or schedules as follows:

First. Of the property denominated railroad track, giving the length of the main, and side or second tracks and turn-outs, and showing the proportions in each county, and the total in the State.

Second. The rolling stock, giving the length of the main track in each county, the total in this State, and the entire length of the road.

Third. Showing the number of ties in track per mile, the weight of iron or steel per yard, used in the main or side tracks; what joints or chains are used in the track, the ballasting of the road, whether gravel or dirt; the number and quality of buildings or other structures on "railroad track;" the length of time iron in track has been used, and the length of time the road has been built.

Fourth. A statement or schedule showing: 1. The amount of capital stock authorized, and the number of shares into which such capital stock is divided. 2. The amount of capital stock paid up. 3. The market value, or if no market value, then the actual value of the shares of stock. 4. The total amount of all indebtedness, except for current expenses for operating the road. 5. The total listed valuation of all its tangible property in this State. Such schedule shall be made in conformity to such instructions and forms as may be prescribed by the Auditor of Public Accounts.

The 15th section makes it the duty of the Auditor annually on the meeting of the State Board of Equalization, to lay such schedules before the Board, and require the board to assess the property, as in the act afterwards provided.

The 108th section provides that "the State Board of Equalization shall assess the capital stock of each company or association respectively, now or hereafter incorporated under the laws of this State, in the manner hereinbefore in this act provided.

The 109th section requires the State Board of Equalization to assess the railroad property denominated in act "railroad track," and "rolling stock," and directs how the assessment shall be certified and distributed.

The 110th section is as follows: "The aggregate amount of capital stock of railroad or telegraph companies assessed by said board shall be distributed proportionately by said board to the several counties in like manner that the property of railroads, denominated "railroad track," is distributed. The amount so determined shall be certified by the Auditor to the county clerks of the proper counties. The county clerk shall in like manner, distriute the values so certified to him by the Auditor, to the county, and to the several towns, districts, villages and cities in his county entitled to a proportionate value of such capital stock. And said clerk shall extend taxes against such values the same as against other property is such towns, districts, villages and cities."

It is thus seen that the property directed to be taxed is described as the property of the corporation, and where it is designed that the property of shareholders shall be taxed, it is correctly described as "shares of stock," or "shares of capital stock;" and we have been unable to find a single instance in which the words "capital stock," as used in the act, are not used to convey a meaning other and different from that conveyed by the words "shares of stock," or "shares of capital stock."

It is contended, however, that notwithstanding the professed exemption of shares from assessment, where the capital stock is assessed, inasmuch as the shares of stock are required to be assessed by the Board of Equalization, both must necessarily be assessed. We cannot concur in this construction. The

statute is imperative that "the capital stock" of all companies and associations now or hereafter created under the laws of this State" shall be taxed; the mode of valuation is prescribed and the language is equally imperative, that where the capital stock and franchise is assessed, the shares of stock shall not be. When, therefore, the corporation is created by the laws of this State, its capital stock must be taxed, and the shares of stock are exempt; but where a resident of this State owns shares of stock in a corporation created by the laws of another State, his shares of stock therein must be taxed. That such is the fair construction of the statute would seem to be conclusive, both from the impossibility to otherwise preserve and give force to all the words used, and the fact that the shareholder is only required to list the shares of stock of companies and associations not incorporated by the laws of this State.

It is next argued that it clearly appears that the words "capital stock," as used, were intended to describe the property of the shareholder, because:

1st. The shares of stock are exempt from taxation where the capital stock or tangible property is taxed.

2d. The facts required to be given in the schedule to be returned by the corporation to the auditor, and by him to bel aid before the Board of Equalization, tend to show the value of the shares of stock, and do not tend to show the value of the capital or property of the corporation.

Whether taxation shall be laid upon the property of the corporation, or upon the shares of stock, the ultimate effect must be the same to the shareholder, for practically, taxation upon everything, tangible and intangible, belonging to the corporation, is upon the same actual values which the aggregate shares represent. It is not necessary to assert that the legislature is prohibited from taxing both the corporation and the shareholders—it is sufficient that it is competent for the legislature to exempt shares of stock from taxation where all the values they represent are taxed in the hands of the corporation, and that such exemption is commended by principles of justice and equity.

But it is obvious that the mode of valuation enjoined cannot be applied to ascertain the value of that which belongs to the shareholder, as such. When the shares are assessed, all the

interest that the shareholders have in the franchise or property of the corporation is included. The franchise and tangible property belong, unquestionably, to the corporation, and, if liable to be taxed, must be assessed for that purpose, against it. If to the value of the shares of stock be added the value of the franchise, the franchise will be twice assessed. This we cannot presume the legislature intended should be done.

In determining, however, the value of the capital or property of the corporation, including the franchise, the value of the aggregate shares of stock, representing, as they do, all the actual values belonging to the corporation, might be regarded as a mode of measuring their value, and from such valuation the tangible property should be deducted, to avoid double assessment. It is not, as we conceive, unreasonable to assume that the debts owed by the corporation proportionately reduce the actual value of the shares of stock, for the amount thus consumed would, otherwise, as in the payment of taxes, ultimately belong to the shareholders. For the purpose, then, of determining how far the value of the shares of stock fails to fully represent the entire value of the corporate property and franchise, it would be necessary to ascertain the amount and value of the corporate indebtedness.

In this view, we think, all the information required to be furnished by the schedule might subserve an important purpose in ascertaining the value of the corporate property, including the franchise; and this mode of valuation, at least, seems to be plausable. Any other construction would lead to such absurdities and contradictions in the act as would necessarily prevent its practical execution. The rule of construction by which we must be governed in such cases is, to so construe the statute that the whole shall, if possible, stand. (Potter's Dwarris on Stat. 189.) And whenever an act of the Legislature can be so construed and applied as to avoid conflict with the constitution, and give it the force of law, such construction must be adopted.

Newland v. March, 19 Ill. 384.

This brings us to the question, was it competent for the Legislature, under the constitution, to require the "capital stock," as thus construed, including the franchise, to be assessed for the purpose of taxation.

No question is raised as to the right to tax the tangible property of the corporation, when it is properly assessed, so that, like other property, it shall be taxed in proportion to its value. But it is contended that the intangible values required to be assessed, under the construction we have given the revenue act, can not be made the basis of taxation.

That the right to tax rests upon necessity, is inherent in every government, and, with us, is vested in the Legislative department which possesses plenary power over the subject, except so far as it may be restricted by the constitution of the State or of the United States, and that it rests with those who allege the unconstitutionality of an act of the Legislature to show, clearly and palpably, wherein it violates the constitution, are fundamental principles that can not be controverted.

Sawyer v. The City of Alton, 2 Scam. 130.

People v. Washington, 21 Ill. 174.

People v. Salomon, 51 Id. 49.

McVeigh v. Chicago, 49 Id. 318.

McCullough v. Maryland, 4 Wheaton 428.

Providence Bank v. Billings, 5 Peters 451.

People v. Mayor, etc., 4 Comstock 435.

It is clear, upon authority, that the franchise of a corporation is property, and, as such, it may be a proper object for taxation.

"A corporation," says Chancellor Kent, "is a franchise possessed by one or more individuals who subsist as a body politic, under a special denomination, and are vested by the policy of the law with the capability of perpetual succession, and of acting in several respects, however numerous the association may be, as a single individual.

2 Comm's (8th Ed.) 295.

It is said in 2d Redfield on Railways, (3d Ed.) 452: "Corporations, like natural persons, are liable to taxation, both upon their property and income; and also upon their faculty. The faculty of a corporation is its organic life, its corporate existence, by which it is enabled to carry on business; that which it derived from its charter of incorporation, its corporate franchise."

In *West River Bridge Co.* v. *Dix, et al.* 6 Howard 529, the franchise of the corporation was held to be property, and, as such, liable to be condemned for public use, under the right of eminent domain, upon due compensation being made, Mr. Justice Daniels, who delivered the opinion of the court said: "We are aware of nothing peculiar to a franchise which can class it higher or render it more sacred than other property. A franchise is property and nothing more. * * * It is its character of property, only, which imparts to it its value, and alone authorizes, in individuals, a right of action for invasion or disturbance of its enjoyment."

In *Veazie Bank* v. *Fenno*, 8th Wallace 547, Mr. Chief Justice Chase said: "Franchises are property, often very valuable and productive property, and seem to be as properly objects of taxation as any other property."

In *Wilmington R. R. Co.* v. *Reid*, 13th Wallace 265, the statute of North Carolina incorporating the railroad company contained this clause: "And the property of said company, and the shares therein, shall be exempt from any public charge whatever." It was held that this exempted from taxation the franchise as well as the other property of the company. Mr. Justice Davis, in delivering the opinion of the court, used this language: "Nothing is better settled than that the franchise of a private corporation—which in its application to a railroad, is the privilege of running it and taking fare and freight—is property, and of the most valuable kind. Is is true, it is not the same sort of property as the rolling stock, road-bed and depot grounds, but it is equally with them, covered by the general term 'the property of the company,' and, therefore equally within the protection of the charter." Again, in a more recent case in the same tribunal (*State Tax* v. *Railway Gross Receipts*, 15th Wallace 296) the question under consideration was the constitutionality of a law of Pennsylvania, levying a tax on railroad companies, based on their gross receipts. Mr. Justice Strong observed: "There is another view of this case to which brief reference may be made. It is not questioned that the States may tax the franchises of companies created by them, that the tax may be proportioned, either to the value of the franchise granted, or to the extent of its exercise; nor is it deniable that gross receipts may be a measure of proximate value, or, if not, at least of the extent of enjoyment."

In *The Monroe Savings Bank* v. *The City of Rochester*, 37 N. Y. 367, a statute of New York provided that "the privileges and franchises granted by the Legislature of this State to Savings Banks or institutions for savings are hereby declared to be personal property, and liable to taxation as such, in the town or ward where they are located, to an amount not exceeding the gross sum of their surplus earnings, and in the possession of said banks or institutions," etc. Fullerton, J., who delivered the opinion of the court, in speaking of this provision, said: "In declaring the privileges and franchises of a bank to be personal property, the Legislature has adopted no novel principle of taxation. The powers and privileges which constitute the franchise of a corporation, are, in a just sense, property, and quite distinct and separate from the property which, by the use of such franchise, the corporation may acquire. They are so regarded by the law, and so regarded by common acceptation. And, although it has not heretofore been customary, in this State at least, to subject them to taxation, yet it must be conceded that it may be done if the Legislature see fit so to enact."

It may beconceded that, owing to the peculiar nature of such property, there is more difficulty in ascertaining its value than that of many other kinds of property, and that there is therefore, great danger of doing injustice in attempting thus to tax it, yet this can not be claimed to prove that the Legislature is prohibited from imposing such taxation. Many of the undoubted powers of the Legislature may be so exercised as to work injustice to persons and corporations, and still contravene no provision of the constitution. A law can not be held to be unconstitutional merely because its provisions are unjust.

Cooley's Const., Limitations 72.

Although substantially the same language as is in § 1, Art. 9 of the present constitution, requiring taxes to be levied on property by valuation, so that every person and corporation shall pay a tax in proportion to the value of his, her or its property, was in the constitutions of 1818 and 1848, and it was never held or supposed that absolute accuracy in this respect was required, or that any species of property could escape taxation on account of the difficulty in ascertaining the real value.

Much property will, under any system, necessarily elude all taxation, while other, by reason of peculiar circumstances, will be compelled to sustain what, practically, amounts to double taxation.

Entire accuracy is difficult in valuing any kind of property, and in many cases, even in valuing tangible property, it is morally impossible. Where property has no fixed value, and, by reason of its location or peculiar condition, is in very slight or comparatively no demand, it is obviously impossible for the average mind to fix its actual, intrinsic value to a demonstration. The opinions of different men in regard to the value of such property are liable to vary quite as much as they do upon any other fanciful or theoretical question; and yet such property, no less than coin or currency, is required to be assessed and taxed in proportion to its value.

The utmost, thereof, that is practically attainable in any case is, that the property shall be asssessed at its approximate value, as it may be determined by the judgments of those upon whom the law devolves the duty of valuing it; and this has always been held to be sufficient.

Notwithstanding, franchises and credits are, in their nature, in most respects, widely different, yet they are equally intangible and insusceptible of furnishing aids to determine their value by inspection, as is the case with tangible property; and the value of each depends upon a combination of circumstances some of which may prove deceptive; still it has been the policy of this State, for many years, to assess credits and tax them in proportion to their value. The constitutionality of such taxation was upheld in *People v. Worthington*, 21 Ill. 172, in which case it was remarked by the then able and distinguished Chief Justice of this court: "The convention must have known that a requirement of the Legislature to enumerate as the subject of taxation every thing and every right, and every claim which might properly be termed property, and to enforce from it a direct revenue, in proportion to its actual intristic value, could never be complied with, and the utmost that could have been intended, was, it should approach as nearly to it as was practicable. To require it absolutely is Utopian, and not to be attained by mortals. The more, however, it is found practicable to subject all to this tax, the nearer is this constitutional

requirement approached, and consequently, *it is impossible to conceive of a constitutional objection that it has embraced any species of property which it is practicable to assess by fixing a determinate value upon it.*"

That every corporation possesses a franchise of some value, can admit of no doubt. Even where it is created for the purpose of pursuing a business that may be lawfully pursued by any individual in the State, the privilege of the combination of capital by many persons, with the capacity to hold and manage it under one direction, in perpetual succession, like a single individual, free from competition among those interested, and from change or disturbance by the changes of individual life, and without incurring any personal hazzard or responsibility, or exposing any other property than what belongs to the corporation in its legal capacity, must necessarily have a value beyond and distinct from the mere value of the money or property which the corporation is created to hold and use in its business.

2d Kent's Com's. (8th Ed.) 296.

Com. v. Cary, 98 Mass. 19.

We have neverknown it to be asserted that the value of a franchise is so indefinate and uncertain that it cannot be made the measure of a recovery when it wrongfully invaded, or that when it is taken and condemned for public use, it cannot be ascertained what compensation shall made to its owner. It is recognized, in these respects, as being capable of a definte valuation; and in the case before us it appears, by allegations in the bill; that the franchise is mortgaged, in connection with the other property of the corporation, to secure the payment of its debts. If its value may be ascertained for these purposes, it may readily be ascertained for the purposes of taxation.

But it is again insisted that, even conceding that it is competent for the Legislature to provide that the franchise shall be taxed, its value should be determined by itself, as that of other property is determined, and not in connection with the value of other property in the manner required by the act.

It is not perceived that this is enjoined by the constitution.

It is provided by § 1, Art. 8 (Const. of 1870), that the General Assembly shall provide such revenue as may be needful, by levying a tax, by valuation, so that every person and corporation shall pay a tax in proportion to the value of his, her or its property—such value to be ascertained by some person or persons to be elected or appointed in such manner as the General Assembly shall direct, and not otherwise; but the General Assembly shall have power to tax peddlers, auctioneers, brokers, hawkers, merchants, commission merchants, showmen, jugglers, inn-keepers, liquor dealers, toll bridges, ferries, insurance, telegraph, and express interests or business, and persons or corporations owning or using franchises or privileges, in such manner as it shall from time to time direct by general law, uniform as to the class upon which it operates."

It surely can not be doubted that the law requiring that the Board of Equalization shall ascertain and determine the fair cash value of the capital stock, including the franchise, of all companies and associations now or hereafter created under the laws of this State, over and above the assessed value of the tangible property of such company or association, is a general law, or that it is uniform as to the class upon which it operates. It is not restricted to any particular part of the State, nor is it limited to a special tax—it extends to the entire State, for the purposes of general taxation, and it applies the same rule to all within the class upon which it operates—namely: the corporations now or hereafter created under the laws of this State. It is not required, as seems to be thought by some of the counsel, with whose arguments we have been favored, that the Legislature shall, in providing for the taxation of corporations, under the last clause of the section referred to, designate the precise amount which the corporation shall pay, and that this shall be the same on each corporation, without regard to the value of the franchise or privileges enjoyed, nor that such taxation shall be of like character with that which may be imposed on inn-keepers and others pursuing the particular vocations named; it is only required that *they shall be taxed in such manner as the General Assembly shall from time direct by general law;* and the only *uniformity required is as to the class* upon which such general law shall operate. It is therefore left entirely to the Legislature to determine whether corporations shall be taxed only on their tangible property, on the amount of their gross receipts, or, as in the present instance, on the value

of their tangible property, and on the fair cash value of their capital stock, including their franchises, over and above the assessed value of their tangible property, subject merely to the limitation that it shall be directed by general law, uniform as to the class upon which it operates.

Nor is the Legislature restricted to the subjects and objects of taxation specified in section 1, for, by section 2 it is declared: "The specification of the subjects and objects of taxation shall not deprive the General Assembly of the power to require other subjects or objects to be taxed, in such manner as may be consistent with the principles of taxation fixed in the constitution."

In the *Illinois Central R. R. Co.* v. *McLean County*, 16 Ill., 291, it was said that the whole design of the provisions to which we have referred, as they existed in the constitution of 1848, was to enable the Legislature to make the burthen of taxation proportionate, by applying a different rule to corporations and particular vocations embraced in the last clause of section 1, from that applied to individuals; and the decision of the majority of the court, in that case, sustaining the commutation of the taxes of the Illinois Central Railroad Company is expressly declared to be based upon the power possessed by the Legislature to apply a different rule to corporations from that applied to individuals, in levying taxes.

It is again insisted that if the capital stock, including the franchise, can be assessed against the corporation, as its property, it must be upon the basis of a valuation to be made by the same officer to whom the law confides the duty of assessing other persons and other kinds of property.

It is not claimed that there is any substantial difference between the present constitution and that of 1848 in this respect; but, it is argued, that there was no intention by the framers of the present constitution to change the system, and that therefore, when they used the words "some person or persons" to be elected or appointed for the purpose of valuation, they had reference to the same class of local assessors who have exercised that function from the organization of the State.

If, by this, it is intended to be asserted that the corporate property has, from the organization of the State government, been assessed by the same class of local assessors who have assessed other property, and thereby invoke the aid of legislative construction in behalf of the objection heard, it is believed that a brief examination of some of the legislation upon the subject will show that the assertion is based upon a misrepresentation, and that whatever inferences may be drawn from legislative construction must be in the opposite direction.

An act approved February 12, 1849, authorizes such counties as should, by the majority of the votes cast at a general election, express a desire so to do, to adopt the township organization and contained provisions directing the election of necessary officers and prescribing their duties—among which were town assessors, whose duty it was to assess for the purpose of taxation, the property within their respective towns.

In counties not adopting township organization, the county treasurer was, by the law then and long afterwards in force, *ex officio* assessor of the county, and upon him was enjoined the duty of assessing, for the purpose of taxation, the property of the county.

By the 30th section of the act providing for the incorporation of railroad companies, and defining their powers and prescribing their duties, approved November 4, 1849, it was declared: "The property belonging to any company organized under the provisions of this act, shall be listed by the resident secretary, or other proper officer with the *Auditor of State*," etc.

The 22d section of the act incorporating the Illinois Central Railroad Company, approved February 10, 1851, after exempting the stock, property and effects of the company from taxation for the term of six years from the passage of the act, contains this language: "After the expiration of six years, the stock, property and assets belonging to said company shall be listed by the secretary or other officer, *with the Auditor of State, and an annual tax for State purposes shall be assessed by the Auditor*, upon all the property and assets of every name, kind and description belonging the said corporation," etc.

An act for assessment of property, and the collection of taxes in counties adopting the township organization law, approved February 12, 1853, requires, by the 22d section, that: "The president, secretary, or principal accounting officer of every railroad company, turnpike or plank-road company, telegraph company or other joint stock company, except corporations whose taxation is specifically provided for by law, shall list for taxation at its actual value, its real and personal property, etc.," "that return shall be made *to the assessor of each of the respective counties* where such property may be," etc., "and if the assessor to whom returns are made, is of the opinion that false or incorrect valuations have been made" * * * he is hereby required "to proceed to have the same valued and assessed," etc.

An act approved February 14, 1853, to amend the act last referred to, directs, in section 2, that "the return of the schedule or list of taxable property belonging to any railroad company or companies, required to be made by this act, shall be made to the county clerk, instead of the assessor, and the clerk shall *lay the same before the Board of Supervisors*, when they meet to equalize the assessment of property. If a majority of said board are satisfied that such return is correct, they shall assess it accordingly; but if they believe that such schedule or list does not contain a full and fair statement of the property of such company subject to taxation in said county, made out and valued in accordance with the requirements of law, *said board* shall assess such property," etc. This mode of assessing the property of railroad companies remained in force, with some modifications unimportant to the question now before us, until the revenue act, in force July 1, 1872, became the law.

So far as we are now advised, no question was ever raised as to the constitutionality of these provisions of the statutes referred to, but all the departments of the State government, without exception, acquiesced in their validity.

In *Bureau County* v. *C., B. & Q. R. R. Co.*, 44 Ill., 229, it was held that the act of 1861, allowing an appeal to be taken by railroad companies from the assessment of their property by the Board of Supervisors of a county to the circuit court, was constitutional; and this must have necessarily been upon the assumption, that the board were, in the first instance, properly

empowered to make the assessment. And in the case of the *People* v. *Solomon*, 46 Ill., 334, it was held that the act to amend the revenue laws, and establish a State Board of Equalization, approved March 8, 1857, was constitutional.

That decision is based upon the principle distinctly enunciated in the opinion— that no provision of the constitution, either expressly or by necessary implication, denies to the Legislature power to commit the value of property for taxation to such person or persons as it may, in its wisdom select.

It is thus seen that neither the previous enactments of the Legislature, nor decisions of this court, can be appealed to in support of the objection urged.

It is unreasonable to suppose that if the convention which framed the present constitution had designed that all assessments should thereafter be made by the same class of assessors, they would have adopted the precise phraseology of the constitution of 1848, relating to that subject under which it was known that a different practice had obtained.

Whether property is assessed by local assessors or by the State Board of Equalization, it is, in the language of the constitution, assessed "by some person or persons," elected or appointed in the manner the General Assembly has directed, "and not otherwise." No attempt is made, by this clause of the constitution, to limit the number of those who shall be elected or appointed for this purpose, or to prohibit their classification in accordance with the duties imposed, or, in any manner, to prescribe how the value of property shall be ascertained by them. Admitting that the chief end had in view was to secure uniformity in valuation, it would seem that the present system by which some property is assessed by local assessors, and other property is assessed by the Board of Equalization, would tend as much towards accomplishing that result, as would a system by which all the property in the State should be assessed in the town in which it is located by the local assessor. Such officers are selected by popular favor, and it can not be presumed that they are better qualified for the discharge of their duties than are those who are selected in the same manner as members of the Board of Equalization. That the

intelligence and judgment of all local assessors, in regard to property, should be precisely equal, can not be expected; and in proportion as their numbers are increased, so is the probability of inequality in their valuations.

We can not believe that a Board of Equalization, having the assessed values of all other taxable property in the State before them for the purpose of equalization, has less facility for fixing a fair, proportionate value upon corporate property than the local assessors have.

There is, moreover, an almost insuperable difficulty which must attend all attempts by local assessors to assess the capital stock, franchise, roadway and rolling stock of most railroad companies. Such roads are usually located through several counties. The cost of construction in a particular town or county affords no criterion of the value of that portion of the road, for every mile of the road is equally indespensable to its existence as a whole, and contributes, proportionately, to its principal earnings. Local improvements may, indeed, vary, and they are required to be assessed by the local assessors; but the road and its equipment constitute a single, entire property. In determining the value of such property, the question is neither one of original cost, nor of the intrinsic value of the various items of which the road and its equipment is composed, taken separately; but what is it worth with all its capabilities and facilities as a railroad? The franchise extends to the entire corporate property, and it is not possible that it can be divided. It must, it assessed at all, be assessed as an entirety, and this, as we have already shown, may be in connection with the property to which it is attached.

An additional objection urged upon this point is, that to require the stock or property of a corporation to be assessed by the Board of Equalization is in conflict with the 22d section of the legislative article of the constitution. This objection is, doubtless, urged inadvertently, as that section relates exclusively to "local" or "special laws," and it is not claimed that the revenue act belongs to this class.

By the 4th clause of the 4th section of the revenue act, the Board of Equalization is authorized to "adopt such rules and

principles for ascertaining the fair cash value of the capital stock of corporations as it may deem equitable and just; and such rules and principles, when so adopted, if not inconsistent with this act, shall be as binding and of the same effect as if contained in this act, subject, however, to such change, alteration or amendment as may be found, from time to time, to be necessary, by said board," etc.

This, it is urged, is the delegation of legislative power, and unauthorized by the constitution. It can not be denied that, if such is its effect, the objection is well taken. But is it a delegation of legislative, or indeed of any other power, not necessarily implied from the nature of the duty enjoined, and absolutely essential to its performance?

The board is directed to ascertain the fair cash value of the capital stock, including the franchise, over and above the assessed value of the tangible property. No discretion is left to the board as to what shall be assessed or what degree of value shall be ascertained. It is merely empowered to adopt such rules and principles for ascertaining that value as it shall deem equitable and just. The objection implies that valuations, to be constitutional, must be made without regard to any rules or principles.

It would be very difficult to prove, it is believed, that the great principle of uniformity in valuation, so earnestly and so properly insisted upon by counsel, can be preserved, without some rules or principles in valuation, even by local assessors. If each distinct valuation is made with reference to other valuations of the same or different kinds of property, it is made upon a rule or principle. If its value is fixed by its market value, or by what is suppposed to be its actual value—if deductions are made, on account of imperfections or inferiority, from what the articles would otherwise be deemed worth, there is a rule or principle by which the judgment is guided in determining the valuation. But the Board of Equalization is composed of the Auditor of State and one member elected from each of the congressional districts, and that they shall act at all, it is necessary that at least a majority shall agree. It must be apparent to everyone that some rule or principle necessarily has to be adopted by which the aggregate judgment shall be ascertained.

We are unable to perceive that any power is, in this respect, conferred upon the board which it would not have equally possessed had the statute been silent upon the subject, or that the power given is more than is, by fair implication, conferred upon local assessors, and exercised by them in all cases where they make rational and just assessments of the property within their respective districts.

The bill refers to and makes an exhibit of a copy of the published proceedings of the Board of Equalization, by which it is shown that the board adopted and acted upon the following resolutions, for the purpose of determining the value of the capital stock and franchises of corporations:

"*Whereas*, The fourth clause of section 3 of an act for the assessment of property and for the levy and collection of taxes, approved March 13, 1872, and in force July 1, 1872, provides as follows: 'The capital stock of all companies now or hereafter created under the laws of this State shall be so valued by the State Board of Equalization as to ascertain and determine respectively the fair cash value of such capital stock, including the franchise over and above the assessed value of the tangible property of such company or association. Said board shall adopt such rules and principles for ascertaining the fair cash value of such capital stock as to it may seem equitable and just, and such rules and principles, when so adopted, if not inconsistent with this act, shall be as binding and of the same effect as if contained in this act, subject, however, to such changes, alterations or amendments as may be found, from time to time, to be necessary by said board, provided that in all cases where the tangible property or capital stock of any such company or association is assessed under this act, the shares of capital stock of any such company or association shall not be assessed or taxed in this State. This clause shall not apply to the capital stock or shares of capital stock of, banks organized under the general banking laws of this State; therefore, be it

"*Resolved*, That for the purpose of ascertaining the fair cash value of the capital stock, including the franchises, of all companies and associations now or hereafter created under the laws of this State, and for the assessment of the same or so much thereof as may be found to be in excess of the assessed or equalized value of the tangible property of such companies and associations respectively, we, the State Board of Equalization, hereby adopt the following rules and principles, viz:

"1st. The market or fair cash value of the shares of capital stock, and the market or fair cash value of the debt, excluding such indebtedness for current expenses, shall be combined or added together, and the aggregate amount so ascertained shall be taken and held to be the fair cash value of the capital stock, including the franchises respectively of such companies and associations.

"2d. From the aggregate amount ascertained as aforesaid, there shall be deducted the aggregate amount of the equalized or assessed valuations of all tangible property respectively of such companies and associations, such equalized or assessed valuations being taken in each case, as the same may be determined by the equalization or assessment of property by this board, and the amount remaining in each case, if any, shall be taken and held to be the amount and fair cash value of the capital stock including the franchise which this board is required by law to assess respectively against companies and corporations now or hereafter created under the laws of this State."

It is argued that by adopting this mode of valuation the board assessed the corporation upon the value of the debts which it owes, and which are not in any sense its property.

We are not to assume that this was done, as it is not enjoined by the revenue act, and would be in clear violation of the duty imposed on the board. It appears from the resolutions that the object was to assess the capital stock and franchises of corporations, as is directed by the fourth clause of the 3d section of the revenue act, and the assessment is, in fact, on the capital stock including the franchise. The averment in the bill in this respect is contradicted by the exhibits.

There is a seeming injustice in taxing corporations which are largely indebted and whose earnings are insufficient to pay the accruing interest, as is alleged to be the fact in the present case, to the full extent of the value of all their property and privileges, without regard to their indebtedness, yet it has never been the policy of the Legislature to make any discrimination in favor of individuals on this account; and corporations can not claim an exemption from taxation, when, under like circumstances, an individual would not also be exempt to the same extent.

The mode of valuation adopted by the Board of Equalization assumes: 1st. That the value of the aggregate shares of capital stock is equal to the value of all the property, including the franchise belonging to the corporation, when it is not indebted. 2d. That when the corporation is indebted, the indebtedness proportionally reduces the value of the shares of capital stock. 3d. That the value of the debt is determined by the value of that belonging to the corporation from which its payment can be enforced, so that, however great the nominal amount of the debt, its actual value can never exceed that sum. To illustrate: Where a corporation is free from debt and the aggregate value of its shares of stock is, say $150,000, it is assumed that the value of its capital stock, including its franchise, is $150,000. If the same corporation, still retaining the same property, is however, indebted $50,000, this will reduce the aggregate value of its shares of stock to $100,000, but, as the law does not exempt corporations or individuals from the payment of taxes on account of indebtedness, it would not be accurate to tax the corporation at this amount, because to do so would be to exempt it to the extent of its indebtedness. To ascertain, therefore, what would be the aggregate value of its shares of stock, if the corporation were free from debt, it is necessary to add the value of the debt to the value of the shares of stock. If the corporation is, in the given case, indebted $150,000, the shares of stock will be worth nothing, but the value of the debt will be $150,000—which is the value of that from which its payment can be enforced; and so, if the corporation is indebted in any greater sum the value of the debt will still be only $150,000.

If these assumptions were entirely accurate, there could be no question as to the accuracy of the valuations determined by the board. But it is insisted that the market values of shares of stock are sometimes based upon artifical and fictitious valuations, produced by stock gambling and dishonest speculations. This may be conceded to be true, and still it will not follow that they, therefore, can not be valued for taxation, or their market value may not be taken as a sufficiently accurate approximate value for that purpose. It has always been supposed that a fair test of the value of an article is what it will sell for, and we are unable to perceive how a more accurate test of value can be ascertained. The fact that the market value is

fluctuating makes such a test less accurate than it would otherwise be, still it must, of necessity, be deemed a sufficient approximation of actual value for all practicable purposes. So far as we are advised, it has never been questioned but that shares of stock may be assessed and taxed, on the basis of their market values. It is difficult to conceive why, if this may be done, as against the shareholders, the aggregate market values of the shares of stock may not be assumed as an equally fair expression of all the taxable values, tangible and intangible, belonging the corporation, since it is not claimed that the shares have any value independent of the interest they represent in the franchise and other property of the corporation. Live stock, grain, etc., may be assessed for taxation on a valuation based on their market values, yet it is well known that such values are frequently affected by gambling speculations, as it is that shares of stock are thus affected. It is obvious that if no property can be assessed for taxation except where it has a permanent market value, based upon an infallible standard of actual intrinsic value, the sooner the present system for raising revenue is abandoned, the better it will be for the State, for it is scarcely possible that any considerable part of the property in the State can be so valued.

It is also objected that other elements enter into the present value of debts, payable in the future, than the value of the property from which their payment can be made. There is evidently much more of truth in this when applied to individuals, than to private corporations. The habits, prospect of longevity, business qualifications, etc., of the individual would, doubtless, to some extent, affect the value of his debt. But, in case of a corporation, the corporate powers, capacity, and the length of time which its business may be prosecuted, etc., are defined by its charter—they are its franchise, and, as has been seen, its property.

We are unable to say that the conclusion that the present value of the debts of a private corporation is determined by the value of its property, tangible and intangible, and that such value may, therefore, be taken as the representative of an equal amount of property, tangible and intangible, is so unreasonable and extravagant as not to amount to a reasonably fair approximation.

We have been referred to *The Commonwealth* v. *Hamilton Manufacturing Co.*, 12 Allen 300, as to authority showing that the mode of valuation adopted by the Board of Equalization can not be sustained as an assessment upon the property of the corporation. A careful examination of that case as well as a number of other cases decided by the same court, presenting like questions, fails to satisfy us that it sustains the objection urged; but we think on the contrary, it may be regarded as an authority to sustain the action of the board. It will be observed that the word "assess," as used in our revenue act, applies to the listing and valuation of property for taxation, and has no reference to the rate of taxation imposed, after the valuation is made, while in the case referred to it is used in the sense of what we ordinarily express by the word "levy." It would seem too evident to justify argument, that "to assess property for taxation," and to "assess a tax upon property," describe different processes, both, however, relating to the same general subject. In the case referred to, Bigelow, Ch. J., who delivered the opinion of the court, says: "It is too clear to admit of discussion that, according to recent adjudications of this court, the assessment which is the subject of controversy in these actions must be supported, if sustained at all, as an exercise by the Legislature of the authority conferred by that clause of the constitution * * * which gives the power of imposing reasonable duties and excises. * * * The decisive reason why it cannot be supported as a tax on property in the sense in which that phrase is used in the constitution, in the article cited, is, that it is not proportional; that is, it is not laid according to any rule of proportion whatever, but is imposed only on the corporations designated in the act, without any reference to the amount required to be raised by taxation for public purposes, or to the actual property held by such corporations subject to taxation, or to the whole amount of property in the commonwealth liable to be assessed for the public service."

In the present case the tax levied is the same on the property of all, without regard to its ownership, or whether it is tangible or intangible; and the tangible property of the corporation is only required to bear its proportional part of taxation, as determined by its value, in common with the other property of individuals.

In that case the method adopted to ascertain the value of the capital stock was substantially the same as that observed by the Board of Equalization in the present case, and it is thus vindicated by the Ch. J., at page 230: It is the capital stock considered as a franchise, embracing the whole corporate organization, with all its rights and privileges of which the shares are constituted fractional parts, that form the subject matter on which the tax or assessment is imposed. Nor are we able to see any reason why the aggregate market value of all the shares of a corporation representing as it does the estimate, put not merely on the property of the corporation, but also on the rights, privileges, capacities, and present and prospective results of the corporate organization and business—in other words, on its franchise, is not a legitimate and just method of arriving at a basis on which to calculate an excess on tax. Inasmuch as the market value of the shares is generally a sure indication of the value of all that appertains to or belongs to the corporation, corporeal and incorporeal, the aggregate market value of all the shares of stock affords a reasonable and equitable mode of measuring the valuation of the franchise. It certainly furnishes a more accurate standard than the capital of a corporation actually paid in, (*Portland Bank* v. *Apthorp*, 12 Mass. 225) or than the amount of corporate business transacted during a specific period. *Commonweath* v. *People's Five Cent Saving Bank, ubi supra.* A tax graduated by the amount of capital paid in, may operate unequally and unequitably, because the capital may be impaired by losses or greatly increased by profits. The amount of business done in a given period may not always furnish a true standard of the value of corporate privileges, because it may sometimes be carried on disadvantageously and without gain, and at other times with great success and profit. But the market value of the shares taken in the aggregate, at the time of assessing the tax would be likely to show with approximate accuracy, the actual existing value of the rights, privileges and benefits conferred by the franchise."

We are unable to perceive how the facts that the rate per cent. levied in the present case is different from what it was in that, and that here the same rate is levied on the capital stock, including the franchise as assessed, that is levied on all other property, while there the levy was only on the capital stock of certain corporations, can change the accuracy of the mode of

valuation. It would seem to be pretty certain that if the valuation, when ascertained, was approximate in the one case, it would still be approximate if applied to the other.

It is further argued that by this mode of assessing the capital stock, including the franchise, a different rule is adopted from that applied to other property.

The direction to the Board of Equalization is the same as that given to the local assessors. It is to assess all property which it is required to assess, at its fair cash value. By the published proceedings of the Board of Equalization, which are brought before us by the bill, it appears that this was done, and when the property was so assessed, its value was equalized upon a basis of valuation applied to all the property in the State. In these respects it does not appear that any difference was made between capital stock, including the franchise, and other property. In determining the value of a particular kind of property the assessor must necessarily seek information and exercise his judgment with reference to the peculiar character of the property. It hence must follow that the process by which the judgment of value is formed, must vary in proportion to the dissimiliarity of the property assessed. The value of a dollar in coin, for instance, is determined by ascertaining that it is what it purports to be. But no one would pretend that the value of all other property can be thus determined. We can not conceive that it ever was contemplated by the adoption of the clause in the constitution requiring every person or corporation to pay a tax "in proportion to his, her or its property," that however dissimilar the property may be in its nature, its value must be determined by precisely the same process; and we must suppose that when the Legislature enjoined the duty of this assessment, it was intended that the value of the property to be assessed should be "ascertained and determined" by the Board of Equalization in that mode which to the judgment of its members seemed best adapted to that purpose.

The local assessor, in making valuations, declares results only. The process whereby his judgment is convinced is unknown to the public, but the Board of Equalization in assessing the value of this particular class of property, has gone

further, and declared not merely the results of its judgment, but the process also by which those results were procuced.

If the objection urged can be sustained, it is not perceived why every assessment of tangible property may not be assailed upon like principles where the information possessed and the reasoning thereon by the local assessor shall not be the same in regard to each distinct item of property he assesses for taxation.

The duty enjoined upon the board was attended with many and serious difficulties. The valuation as made, is obviously not perfect. But in the many able and ingenious arguments which have been filed in the several cases where the question is discussed, we fail to find any mode of valuation pointed out which is less liable to objection. The most strenuous objection urged is on account of taking the debts of the corporation into consideration; yet it seems to us as impossible in determining the value of the capital stock, including the franchise, upon the basis of the value of the aggregate shares of stock, to make a fair approximation to accuracy, without taking the indebtedness of the corporation into consideration, as it would be to ascertain the price to be paid for property which is purchased subject to mortgage, without taking the amount of the mortgage into consideration.

But it does not devolve upon us to justify the accuracy of the assessment as made. In the view we have taken of the case, the Board of Equalization assessed the value of the capital stock, including the franchise, over and above the assessed value of the tangible property, and did not assess the shares of stock belonging to the shareholders, or debts of the corporation. The property assessed was the property of the corporation upon which it was liable to be assessed for the payment of taxes. The constitution, as has been seen, requires that the value of property assessed for taxation shall be ascertained by some person or persons to be elected or appointed in such manner as the General Assembly shall direct, but not otherwise. The General Assembly has directed that the Board of equalization, and not the courts, shall exercise this function. However much, therefore, we may think the board erred in its valuation, no power is given us to arrest the collection of the tax, merely on that account. The board was

fully empowered by law to make this particular assessment, and had jurisidiction over the property and the corporation for that purpose.

The law is well settled that assessors, in judging of the value of property, act judicially, and although they may err and assess it too high, this, of itself, will give a court of equity no jurisdiction to interfere and restrain the collection of the tax.

In *Weaver* v. *Devendorf*, 3 Denio, 109, Mr. Justice Beardsley, in delivering the opinion of the court, said: "In some particulars the duty of assessors is undoubtedly ministerial; but in fixing the value of taxable property, the power exercised is, in its nature, purely judicial. * * * * The writ of *certiorari*, at common law, lies only to officers exercising judicial powers, and to remove proceedings of that character. (*The People* v. *The Mayor, etc.*, 2 Hill, 9, 11. In the matter of *Mount Morris Square, etc.*, Id. 14, 21, 22.) Yet all the authorities agree that this writ lies to remove an assessment."

To the same effect are also:

Barbyte v. Shephard, 35 N. Y. 238.

Swift v. City of Poughkeepsie, 37 Id. 511.

B. & St. L. R. R. Co. v. Sup'rs Erie Co., 48 Id. 105.

And the same doctrine was recognized by this court in *Spencer et al.* v. *The People* (Sept. term, 1873.)

In *Cook County* v. *C., B. & Q. R. R. Co.*, 35 Ill. 466, the previous decisions of this court relating to enjoining the collection of taxes were reviewed, and it was then announced as the settled law of the court, that a court of equity will never entertain a bill to restrain the collection of a tax, excepting in cases where the tax is unauthorized by law, or where it is assessed upon property not subject to taxation. To this exception should properly be added, cases in which property has been fraudulently assessed at too high a rate.

City of Chicago v. Beatrice *et al.*, 24 Ill. 488.

Elliot v. Chicago; 48 Id. 294.

Town of Ottawa v. Walker *et al.*, 21 Id. 608.

Metz v. Anderson, 23 Id. 467.

In no event will an injunction lie unless it is clearly made to appear that the party has been wrongfully assessed, and will sustain irreparable injury unless the collection of the tax be enjoined.

Even from the appellee's own showing, it is difficult to conceive that this assessment does it injustice.

An exhibit filed with the bill is schedule No. 4, being a copy of one filed by appellee with the Auditor, and by him laid before the Board of Equalization. It states the amount of appellee's capital stock, actually paid in, to be $6,490,579.41, and that the amount of its debts, other than for current expenses, is $9,098,156.39.

The capital stock paid in is presumed to have been used in the corporate business, and this indebtedness could have been lawfully created for no other than corporate purposes. The two combined amount to $15,588,735.80. After making the most liberal deduction from this amount, on account of the depreciated value of its bonds when they were sold, for reckless management of the corporate business and property, and for loss and depreciation in the value of property it would still seem almost incredible how the amount could, in the limited time the corporation has been in existence, be reduced far below the valuation assessed by the Board of Equalization, which was only in the aggregate $1,151,412. It would seem that $12,437,323.89 ought to cover the various items of depreciation and loss.

But, be this as it may, we are not convinced, from the allegations in the bill, taken in connection with the accompanying exhibit, that the valuation of appellee's property, as made by the Board of Equalization, is so unjust or oppresive as to be sufficient evidence of fraud on the part of the board to justify us in restraining the collection of the tax imposed upon it.

It is also objected that the valuations were first determined by a committee of the board, and not by the board.

The assessment made is the act of the board, and not of a committee. The report of the committee was acted upon by the board, and the fact that the mode of valuation adopted was the same as that recommended by the committee no more impairs its validity than does the fact that a particular bill is recommended by legislative committee impair its validity when enacted into a law by the General Assembly. The report of the committee was suggestive only, and members of the board can not be presumed to have been affected by it any further than it met the approval of their judgments.

Some further objections are urged on the ground that the corporations were not notified of the meeting of the Board of Equalization, or of its intention to adopt the rule by which the assessments were made, and that no right of appeal was allowed.

The constitution does not provide that the Legislature shall require that persons or corporations, whose property shall be assessed, for taxation, shall be notified of the assessments or the rules adopted whereby to determine the value of the property, or that there shall be allowed the right of appeal in such cases.

These matters address themselves purely to the discretion of the Legislature. The law, as it is made, is in this respect conclusive.

We are, for the reasons given, of the opinion that the Circuit Court erred in overruling the demurrer to the bill, and en joining the collection of all the taxes levied on the capital stock, including the franchise of the corporation.

But it is alleged in the bill, and admitted by the demurer, that taxes have been levied upon the property of appellee, in excess of the proportional amount necessary to be levied on it to produce the $3,500,000 levied for State purposes by the act in force May 1, 1873. This excess, for the reasons given in *Ramsey* v. *Hoeger*, at the present term, is unauthorized by law, and its collection must be enjoined.

The decree of the court below is reversed and the cause remanded for further proceedings not inconsistent with this opinion.

Reversed and Remanded.

SUPREME COURT OF ILLINOIS.

OPINION FILED JUNE 16, 1875.

THE REPUBLIC LIFE INSURANCE CO., *v.* JOSEPH POLLOCK. } Appeal from Cook County.

POWERS OF THE BOARD OF EQUALIZATION—VALUATION OF NOT SUBJECT TO REVIEW BY THE COURTS—TAXATION ON CAPITAL STOCK.

1. POWER OF BOARD.—That even if the Board of Equalization over value property assessed, the courts have no power to review the action of the board.

2. IN CASES OF FRAUD.—That when the officer acts with a fraudulent purpose to the injury of the taxpayer, he may be relieved from the effects of the fraud. And when he assesses and values property exempt from taxation, he acts without authority, and all his acts in excess of his powers are void.

3. TAX ON CAPITAL STOCK.—The court say it is insisted the shareholders are assessed and taxed on the stock they hold; if so, it is their own fault. The revenue law provides against double assessment, and declares that when the taxable property, or capital stock, shall be assessed under the act, that the shares of such stock shall not be assessed or taxed in this State. Hence the shareholders could not be legally assessed on their shares, and if they listed such shares, it was their own fault. They could, if they so desired, have avoided such a tax, and the presumption would be that they had claimed and received the exemption after the assessment of the capital stock was made by the Board of Equalization. But if they did not, it concerns them alone, and in no wise affects appellants.

OPINION OF THE COURT BY WALKER, C. J.

We are asked in this case to review the case of Porter *v* Rockford, Rock Island and St. Louis R. R. C.; but after a careful reconsideration of the rules there announced in the light of appellant's argument in this case, we perceive no reason to overrule or even modify anything that was said in that and other cases decided at the same time involving questions relating to the taxation of the property and franchises of corporations.

Most of the questions presented by this record are discussed in those decisions, and being satisfied with the decision of those cases, and what we then said, we have no inclination to again discuss the questions.

It is urged that the Board of Equalization has overvalued the property assessed, and adopted a false rule for ascertaining such value. Even if it were true that there was too great a value placed on this property, counsel mistake the power of the court to afford relief for that reason. Our constitution, article 9, section 1, provides that the General Assembly shall provide such revenue as may be needed, by levying a tax, by valuation, so that every person and corporation shall pay a tax in proportion to the value of his, her or its property, such value to be ascertained by some person or persons to be elected or appointed in such manner as the General Assembly shall direct, and not otherwise. Thus it will be seen that all power to fix a valuation is taken from each of the departments of the government. It is unmistakably invested in the persons elected under the requirements of the statute, and it can only be fixed by them, and not otherwise. The legislative branch of government could not exercise this power, nor could the executive, because the constitution has not only vested it in the persons elected, as directed by the General Assembly, but all other persons, bodies, departments, or such bodies combined, are expressly prohibited from performing that duty.

Nor is there any power expressed or implied by which the courts can fix a valuation, or review the action of the assessors. They are invested with the sole power, and we are aware of no authority to review their action. The law has not nor

can it, in view of this constitutional provision—empower the courts to fix the valuation of property for taxation. We regard no proposition clearer. And if the courts may hear evidence, and change the valuation fixed by the officers elected under the law to perform that duty, then it is the courts, who are not elected or appointed for the purpose, who fix the value, and that would be to make the valuation otherwise than is *peremptorily* required by the constitution. For the courts to hear evidence and change the valuation fixed by the assessors, would be in direct and palpable violation of the constitution. When those officers have acted it is final, and the taxpayer must submit to the action of the officer who is clothed with the sole power to make the estimate of the value, unless he can show it was fraudulently made, or that the property has been assessed not liable to taxation, or the Legislature has disregarded or transcended the principles of equality, or where a tax has been levied when not authorized by law.

Fraud vitiates all acts, and this as well as others. But when the officer acts with a fraudulent purpose to the injury of the taxpayer, he may be relieved from the effects of the fraud. And when he assesses and values property exempt from taxation he acts without authority, and all of his acts in excess of his power are void. And it was the manifest intention of the people in ratifying the constitution to make the action of the assessing officers final. And there are cogent reasons for the provision. If a party were allowed to contest the valuation of the property in the courts after the books are returned, the tax extended, and the warrant issued for their collection, the same thing could be done before the extension of the tax, and the issuance of the warrant, and if every taxpayer might appeal to the courts, either before or after the warrant comes to the hands of the collector, the greater portion of the revenue could be tied up and delayed for years, and the very existence of the government endangered, as its life depends upon the requisite amount of revenue for its support.

For the purpose of preventing such delays and hazards, this provision was, no doubt, inserted. In most governments, such delays are not permitted in levying and collecting their revenue, and such policy would seem to be imperatively demanded. Nor does the fact that taxes are high, and, in many instances, oppressive, change the principle. An extravagant and wasteful

administration of government does not change the reason. The taxes are levied and collected to meet the expenses of general and local government, all of which are under the control of the people. They elect their officers, who inaugurate the policies of the government, and they know that a lavish expenditure of public money or the creation of large State or local municipal debts compels the imposition of heavy taxes to meet the expense. Again, they elect the officers who make these assessments, and it is for them to elect men of intelligence, capacity and integrity, for the purpose. If the people or their officers create debts or adopt an extravagant policy in the expenditure of public funds, they must meet the burthens thus self-imposed, as the courts are no more able to relieve them from the consequences of such acts than from their just individual debts.

Governments are created to protect men in their natural rights, and with incidental protection to their civil or political rights. And no means have been devised by which government can be maintained without the use of revenue. And that revenue must be either directly or indirectly drawn from the governed. And in different organizations, different modes of acquiring such revenue are adopted. In our State the great central idea in collecting taxes is that, every person owning or having property in the State, and having the right to demand the aid of the government for protection, whether of person, liberty or property, must contribute to the support of the State government in proportion to the value of his property. And the rule embraces corporations or artificial persons as well as natural persons. They hold property and require its protection. They transact business and enter into contracts and require the power of the State to enforce them, and the great principle of natural justice demands that all who have the right to command and employ the sovereign power of the State to protect them in their rights, should contribute to the expense of the government in assuring itself with means and in sustaining the requisite official force to protect them in their rights.

Nor can it be said they should escape because they have never had occasion to call the government into active operation for their protection; as it is owing to the fact that the strong, the wily, the unscrupulous and vicious, know that this

great power of government is held in reserve and may be commanded at will by every person, that has rendered the individual secure in his person, liberty and property. Remove governmental power, and no man or corporation would be secure in any of these rights. When government is formed, there is a tacit agreement that the government will protect all in the rights of every person, and that each individual will contribute his just portion of the means and his physical power, when required for its support and preservation. These are reciprocal rights and duties that are imposed by the compact that creates goverment.

That our revenue laws, based on and in conformity to the Constitution, can not or should not be so executed as to produce exact and equal burthens, is not surprising. However honest, intelligent and well qualified, the officers selected to fix the value, they are liable to err in judgment, and all know that the question of value of property is one on which men, equally honest and intelligent, widely differ. If fact, but a small portion of the property of the country has a known fixed value. Hence, at best, the assessor can but approximate its value.

The principle upon which the government acts, in raising its revenue, is eminently just. But the practical workings of the law may operate unequally; but that should not be attributed to the principle, but to the imperfect manner in which the law is enforced. The Constitution and the law are fair; under them every person in the State has had his rights passed upon, and if the law has been strictly observed, no one has been wronged. But if, from the incompetency, recklessness, or partiality of the officers, the law has not been duly administered, that forms no ground for relief. As a matter of policy, that seems to have been imperatively demanded, the framers of the Constitution have witheld the power to review the assessing officers. They have made the action of these officers final and conclusive, and prevented the interference of any other officer or department of the State, except under the limitations herein stated.

There can be no question that the Board of Equalization is composed of persons elected to assess and fix the value of such property as has been designated by law. And in pursuance of their power under the Constitution and law, they have assessed and valued this property, and we are powerless to change the valuation they have fixed. Nor can we examine the mode

of reasoning or the basis adopted to ascertain the value of the property. It may be illogical or even absurd, but that in no wise affects the exercise of the power, If we could look into the mode of reasoning adopted because it was wholly illogical, we would have the power to do so when it was not strictly logical. And to do so the courts would become the assessors of property and fix its value for taxation, and not the officers elected under the law and Constitution for the purpose. We cannot, therefore, inquire into the manner in which the Board of Equalization arrived at the value fixed on the property named in the bill. But from the allegations of the bill itself, we fail to see that there is the slightest injustice done to appellant by this levy.

The law requires all property to be valued for taxation at its true value; and we presume that officers do their duty, and if that has been done as a rule with the tax-payers of the State, an individual has no right to complain when he is taxed on but little more than half of his property, or his property has only been valued at half its worth in cash. And from the bill we are unable to see that appellants' property has been fixed above one-half of its value, or at most slightly above that rate.

If this is true, there can be no pretense that the slightest injustice has been done to appellants, but the wrong is to the government, and other tax-payers, in not having been assessed at its fair cash value. Nor can we take into consideration the fact that the tax-payer, whether a natural or an artificial person, is embarassed, in failing circumstances, or that the payment of large sums for taxes will diminish their profits or gains; we are invested with no power to relieve against such a state of things. The Constitution is imperative in its mandate, that every person and corporation shall pay a tax, on his or their property according to its value. There is no power in the State to make any exceptions in their favor, and there being no such power, all must alike submit, and the law must be enforced as it is found, without reference to such considerations. When the people, through another constitutional convention, shall otherwise provide, then relief will be afforded on such grounds.

It is again urged that appellants' are assessed on their property which is invested in the bonds of the general government, and not liable to taxation. The allegation is: "That the total

capital derived from the sale of its stock, from its business, and from all other sources at the time of said assessment, was $1,729,392·22 cents as shown in the statement * * to the insurance department of the State of Illinois, and of this sum, not less than $1,630,345.75 have been invested in, or composed of, real and personal property, which is taxed independently of their stock; in bonds of the government of the United States, which are exempt from taxation, and re-assurance reserves and premiums due and in course of collection, which last two items are not funds on hand, and not subject to taxation. There is no allegation as to the value of the real and personal property. It may be, and probably is, of but triffling value as assessed, as no reason is perceived why such a corporation should hold large amounts of either kind, nor does it appear how much is invested in government bonds. For aught that is shown, it may be but a few thousand dollars.

It also fails to appear what amount constitutes the re-assurance reserve and the premiums in the course of collection, which may be the larger portion of that sum. But it is said that the re-assurance reserve and the premiums being collected are not subject to taxation. We fail to perceive why they are not, as they are funds and claims that would be in the hands of a natural person. A merchant or other business man is taxed on the funds he has on hand as well as on all debts owing him that are collectable or so regarded. And no reason is perceived why a corporation, should not be required to contribute in the same way to the support of the government.

It is insisted the share-holders are assessed and taxed on the stock they hold. If so it is their own fault. The third section of the revenue law by the fourth clause has provided against double assessment. And declares that when the taxable property, or capital stock shall be assessed against the corporation under the act, that the shares of such stock shall not be assessed or taxed in this State. Hence the share-holders could not be legally assessed on their shares. And if they listed such shares it was their own fault. They could, if they so desired, have avoided such a tax, and the presumption would be that they had claimed and received the exemption after the assessment of the capital stock was made by the Board of Equalization. But even if they did not, it concerns them alone, and in no wise affects appellants, who can only see to the taxes levied

on the corporation. The exemption of the shares depends upon the assessment of the capital stock, and not the exemption of the stock on the assessment of the shares to the individual owners. The exemption is to them and not to the company. And if the owners fail to assert their rights, the corporation cannot do so for them. The amount assessed is not half of what the company own, independent of the value of their franchise and their capital stock, and the bill fails to show that they are overtaxed, even if we had the power to afford relief if they were.

The decree of the court below sustaining the demurrer and dismissing the bill is affirmed.

Decree affirmed.

SUPREME COURT OF ILLINOIS.

OPINION FILED JUNE 16, 1875.

THE C., B. & Q. RAILROAD COMPANY,
v.
J. J. COLE, *et al*,
} Appeal from DuPage.

1. The court comments upon the rule adopted by the board for determinining the value of the capital stock and franchise of a corporation, refers to its former opinion, and holds that because the law has devolved on the Board of Equalization and not on the court the duty of making such valuation, it is not the duty of the courts to exercise any supervisory care over its valuations so long as it acts within the scope of the powers with which it is vested, and in obedience to what may reasonably presumed to be an honest judgment, however much the court may disagree with it. But whenever the board undertakes to go beyond its jurisdiction, or to fix valuations through prejudice, or a reckless disregard of duty in opposition to what must necessarily be the judgment of all persons of reflection, it is the duty of the courts to interfere and protect taxpayers against the consequences of its acts. Where its jurisdiction is conceded, no mere difference of opinion as to the reasonableness of its valuation will justify equitable interference, But its valuation must be the result of honest judgment and not of mere will. By the demurrer an improper item of more than six millions of dollars was admitted.

OPINION OF THE COURT BY SCHOFIELD, J.

We deem it sufficient for the present to discuss but a single question arising on this record.

The substance of the rule adopted by the State Board of Equalization for determining the value of the capital stock, including the franchise, over and above the assessed value of the tangible property of corporations, under the 4th clause of section 3, of the revenue act of 1872, was to add the market or cash value of the shares of capital stock to the market or cash value of the debt, and from the sum thus produced, deduct the assessed value of the tangible property. Without attempting to justify the wisdom or entire accuracy of this rule, we said in Porter et al. *v.* The R. R. I. & St. L. R. R. Co., (Jan. term, 1874,) that as, in our opinion, an approximation to the required valuation might be thus obtained, we could not hold that the mere adoption and application of the rule were sufficient evidence of fraud upon the part of the Board of Equalization, or that property had been assessed against the corporation which did not belong to it upon which it was taxed, to authorize a court of chancery in interfering by way of injunction. This, of course, implied that the rule should be adhered to and faithfully applied in the several assessments to which it was applicable.

In the case referred to, we also held that a court of equity will never entertain a bill to restrain the collection of a tax, except in cases where a tax is unauthorized by law, or where it is assessed upon property not subject to taxation, or where the property has been fraudulently assessed at too high a rate. In either of the excepted instances it was conceded that an injunction would properly lie to restrain the collection of the tax; and such is the long established and well-recognized practice in this court. The only reason and excuse for adding the value of the debts to the value of the aggregate shares of capital stock, to ascertain the present value of the whole capital stock, including the francise, was supposed to lie in this: 1st. That all the shares of capital stock represented everything of value, tangible and intangible, belonging to the corporation, and which compose its capital stock, including the franchise; and, therefore, the aggregate value of these might be fairly assumed as the equivalent of the entire value of the capital stock, including the franchise of the corporation, if it were free from debt, but if the corporation were indebted, the indebtedness would presumptively to that extent reduce the value of the shares of stock, and they would consequently then

fail to represent an amount equivalent to the present value of the capital stock, including the franchise, by the amount of the value of the indebtedness.

The bill before us charges that the Board of Equalization assessed the capital stock, including the franchise, of appellant, beyond their actual value; that in making this assessment, they added to what they determined the value of the capital stock, not only the indebtedness of the appellant, but also the indebtedness of six other railroad companies of which it was lessee, one of which lies entirely without the State of Illinois, for the payment of none of which is appellant responsible, nor is it interested therein as owner. The amount of this indebtedness is alleged to be six millions, seven hundred and fifty-six thousand dollars.

The demurrer admits these allegations to be true.

We can conceive no possible process by which the amount of this indebtedness can be made to show the present value of that which belongs to appellant. It can not be said to reduce the value of its shares of stock, because its payment demands nothing which would otherwise, in any emergency, belong to the shareholder. The effect of it is, necessarily and unavoidably, to increase the valuation of the capital stock, including the franchise of appellant, six millions seven hundred and fifty-six thousand dollars beyond what it should be.

If, as it must be to be sustained, the rule adopted by the Board of Equalization, by which to be governed in making this class of assessments, may be regarded as the honest expression of the judgment of the majority of the board, then it is plain this assessment, because in violation of that rule, and consistent with no other reasonable theory of valuation, can not be the honest judgment of a majority of that board. It is an arbitrary and unreasonable valuation. Because the law has devolved upon that Board of Equalization and not on the courts, the duty of making such valuations, we hold it is not the duty of the courts to exercise any supervisory care over its valuations, so long as it acts within the scope of the powers with which it is invested, and in obedience of what may reasonably be presumed to be an honest judgment, however much we

may disagree with it. But whenever the board undertakes to go beyond its jurisdiction, or to fix valuations through prejudice or a reckless disregard of duty, in opposition to what must nesessarily be the judgment of all persons of reflection, it is the duty of the courts to interfere, and protect taxpayers against the consequences of its acts. When its jurisdiction is is conceded, no mere difference of opinion as to the reasonableness of its valuations, will justify equitable interference. But its valuations must be the result of honest judgment and not of mere will.

The Attorney-General insists that the amount of the valuation, as fixed by the board, contradicts these allegations in the bill. This is not sufficient. By this demurer he admits that an improper item of six millions and more enters into that valuation, and that the valuation as returned, exceeds the real value of that which ought to have been assessed.

The decree of the court below is reversed and the cause remanded, with direction to that court to overrule the demurrer and allow appellee to answer.

Reversed and remanded.

SUPREME COURT OF ILLINOIS.

NORTHERN GRAND DIVISION.

SEPTEMBER TERM, A. D. 1874.

OPINION FILED JUNE 16, 1875.

CHICAGO, BURLINGTON & QUINCY R. R. Co.,
v.
HENRY C. PADDOCK, Collector, etc.
} **Appeal from Kane County.**

1. Under the Statutes of Illinois, the local town and county assessors may assess the real estate of railroad corporations other than the "Right of Way," which, with the improvements thereon, is designated in the Statute "Railroad Track."

2. The State Board are required to assess the right of way, designated "railroad track," and not the property other than the right of way used for machine shops, depots, etc.

4. The fact that the company has improperly included in its returns of right of way or "railroad track," property used for depots, machine shops, etc., will not raise the presumption that the State Board also committed the same error in assessing the right of way or railroad track.

OPINION PER CURRIAM.

But a single question is presented by this record which is not disposed of by the views expressed in C., B. & Q. R. R. Co. *vs.* Cole et al., at present term. It is alleged in the bill that complainant has been doubly assessed, (once by the State Board of Equalization and once by the local assessors) on its machine shops, depots, etc. The truth of the allegation is put in issue by the answer, and the burden is, consequently, on the complainant to prove it, substantially as alleged.

Under the revenue law in force when the assessment was made, the right of way, including the superstructures of main, side and second tracks and turn-outs, and the stations and improvements of the railroad company on such right of way, are declared to be real estate for the purpose of taxation, and denominated "railroad track," and must be so listed and valued. The real estate so designated "railroad track" is to be assessed by the State Board of Equalization, but all other real estate, including the stations and other buildings and structures thereon, is to be assessed by the local assessors. The only evidence of the double assetsment, is the affidavit of Amos V. Hall, the secretary and treasurer of the company, who swears that on making out the schedule returned to the auditor, he estimated the value of improvements on the "right of way" at $75,000, which was for the several shops and depots of complainant's, at Aurora; that the same were also assessed by the local assessors, as lots 1, 2 and 3, less 100 feet in width of right of way, except in lot 3, where the right of way excepted is 200 feet in width, at $244,980, which was reduced by the Board of Equalization to $185,984; and that he is advised and believes that the Board of Equalization had before them the local assessment of such property when they also assessed the same as railroad track, and that the same property was alike described in the returns of the complainant to the State Auditor, and in the assessment by the local assessor.

On behalf of the respondents, by stipulation of the parties, the schedule filed by the complainant with the county clerk is in evidence.

So far as it relates to this question, the following is a copy:

CITY OF AURORA—AURORA TOWNSHIP.

	Section	Town	Range	Length—ft.	Width—ft.	Acres	Value	Main Track. Length—ft.	Main Track. Value	Side Track. Length	Side Track. Value	Value of stations and other improvements on right of way	Total value as listed by R. R. Co.
N. E. Corner N. E	23	38	8	852		2.68	$268 00						
N. W.	"	"	"	331	100	0.76	76 00						
N. W.	"	"	"	680		3.00	300 00						
N. W.	"	"	"	5.20	100	1.19	119 90						
West Aurora.													
South part Wagnor's addition	28	28	"	700	80	1.28	128 00						
Wagner's addition	"	"	"	1546	80	2.84	284 00			12,666	$4,533 10		
South part N. W. E half S. W.	"	"	"	1800	100	4.13	513 00			40,451	14,157 85		
						15.88	$1588 00	20,775	$71,841 75	53,117	$18,590 95	$75,000 00	$107,020 70

By the "right of way" can only be understood the land used as a way for the road, and not such additional ground as may be used for the convenience of the road, but not as a part of its "way." We cannot doubt that land used by the company for its stations and machine shops, beyond the right of way, was properly assessed by the local assessors; and from the above schedule it is apparent that it was not returned to the county clerk as a part of its right of way. This schedule shows the right of way to vary from 80 to 100 feet in width, and the total value placed on it, including the improvements, to be $107,000.70.

It is not claimed that this strip was assessed by the local assessors, but simply that in placing the valuation on it, what was intended as a valuation for the entire property was designated as the amount. That this description does not and could not be held to embrace the property which it is claimed was assessed by the local assessor, is, we think, plain. What property is here described by a description tangible enough to enable anyone to point it out? Clearly only the strip so many feet in width and length, used as right of way over the different described tracts of land. The presumption is the side tracks, the length of which is given, are laid on the right of way. But if it shall be said it is impossible that they could be laid there, it may be answered then they are not by the schedule located at all, and the schedule to that extent is of no value, for no other land is described on which they can be presumed to be located. If, under the law, there should be rendered a judgment for the non-payment of the tax assessed on this property it could only be against the strip described as right of way, including whatever is placed thereon in the way of improvements. (Rev. Stat. of 1864, p. 865, § 42.)

It it not claimed that the Board of Equalization assessed this property by another or different description than that embraced in this schedule, but as we understand the affidavit, the same description was before the board that the local assessor had. Inasmuch therefore, as it is not claimed this strip occupied as right of way, was assessed by the local assessors, and it is claimed the Board of Equalization assessed the right of way as returned, we can but come to the conclusion that Mr. Hall is mistaken in his apprehension that both assessments covered the same property. The fact that the valuation

placed by him on the property which the board did assess, was fixed with reference to his estimate of the value of the whole property, is quite another thing. His estimate of value had nothing to do with the value as fixed by the Board of Equalization, any more than they deemed it evidence of the real value of the property. It was required to be furnished as evidence merely, and was not conclusive, necessarily upon the board. Its effect could only have been to cause them to overestimate the value of the property assessed, but this we do not understand to be charged in this bill. Nor is it shown that it did have that effect, which certainly ought to clearly appear to justify a court of chancery in enjoining the collection of the tax.

The decree is, for the reasons given in C., B. & Q. R. R. Co. *v.* Coles, at the present Term, reversed and the cause remanded.

Reversed and Remanded.

UNITED STATES SUPREME COURT.

OCTOBER TERM, A. D. 1875.

HENRY B. MILLER ET AL., COLLECTORS, *Appellants*, *v.* M. K. JESUP ET AL., *Appellees.* — *Appeal from the Circuit Court of the United States for the Northern District of Illinois.*

BRIEF OF OBADIAH JACKSON AND C. BECKWITH.

FOR APPELLEES.

CHICAGO:
BULLETIN PRINTING COMPANY, 132, 134 & 136 Monroe St., cor. Clark.
1876.

UNITED STATES SUPREME COURT.

OCTOBER TERM, A. D. 1875.

HENRY B. MILLER ET AL., COLLECTORS, *Appellants*, v. M. K. JESUP ET AL., *Appellees.*	No. 701. *Appeal from the Circuit Court of the United States for the Northern District of Illinois.*

BRIEF OF OBADIAH JACKSON AND C. BECKWITH, FOR APPELLEES.

STATEMENT.

The Chicago & Alton Railroad Company was created by and organized under an act of the General Assembly of the State of Illinois, approved February 18, 1861. Its charter authorized it to acquire and operate a railroad, commencing at Joliet, in the county of Will, and extending southerly through that part of Will county lying south of Joliet, a distance of 22 miles and 2,709 feet; Grundy county, 11 miles and 1,319 feet; Livingston county, 29 miles and 2,540 feet; McLean county, 42 miles and 1,019 feet; Logan county, 27 miles and 1,215 feet; Sangamon county, 34 miles and 1,422 feet; Ma-

coupin county, 40 miles and 3,975 feet; Jersey county, 2 miles and 4,250 feet; and Madison county, 7 miles and 3,365 feet, to Alton, making a distance of 218 miles and 694 feet. The charter also authorized it to acquire, by lease, purchase, or otherwise, any extension of its road necessary and proper to its business. On the 1st day of January, 1864, the Chicago & Alton Railroad Company acquired, by lease in perpetuity, the right of way, railroad track, structures and rolling stock of the Joliet & Chicago Railroad Company, commencing at intersection with the road of the Chicago & Alton Railroad at Joliet, and extending through that part of Will county lying north of Joliet a distance of 10 miles, 2,542 feet, and Cook county to Chicago, a distance of 26 miles and 2,884 feet, making an aggregate distance of 37 miles, 146 feet.

On the 16th day of April, 1864, the Chicago & Alton Railroad Company acquired by lease in perpetuity the right of way, railroad track and structures of the Alton & St. Louis Railroad Company, commencing at intersection of the Chicago & Alton Railroad, at Alton, and extending southerly through that part of Madison county lying south of Alton, a distance of 19 miles 3,861 feet, and St. Clair county to East St. Louis, a distance of 2 miles 2,306 feet, making an aggregate distance of 22 miles 887 feet.

The combined distance of the road of these three companies is 277 miles 1,727 feet, which, on the 1st day of May, 1874, was operated by the Chicago & Alton Railroad Company, and was known as its "Main Line."

Prior to the 1st day of May, 1874, the Chicago & Alton Railroad Company had constructed a branch extending from its main line at Dwight, in Livingston county, westerly through that part of Livingston county lying west of Dwight, a distance of 21 miles 3,180 feet; La Salle county, 13 miles, 714 feet; Marshall county to Varna, and from thence to Lacon, 30 miles 1,132 feet; Woodford county, 13 miles 1,022 feet; Taze-

well county, to Washington, 4 miles 68 feet, making an aggregegate distance of 82 miles 836 feet. The line from Varna to Washington is a branch of the line from Dwight to Lacon. This road and branch were operated by the Chicago & Alton Railroad Company on the 1st day of May, 1874, and was known as its "Western Division."

Prior to the 1st day of May, 1874, the Chicago & Alton Railroad Company had acquired a road commencing at Roodhouse, in Greene county, and extending westerly through that part of Greene county lying west of Roodhouse, a distance of 13 miles 1,875 feet, and Pike county, to the Mississippi river, a distance of 24 miles and 1,664 feet, making an aggregate distance of 37 miles 146 feet. This road was operated by the Chicago & Alton Railroad Company on the 1st day of May, 1874, and known as the "Louisiana Division."

On the 13th day of April, 1868, the Chicago & Alton Railroad Company acquired, by lease in perpetuity, the right of way, railroad track, and structures of the St. Louis, Jacksonville & Chicago Railroad Company, extending from its main line at Bloomington, in McLean county, southerly through that part of McLean county lying south of Bloomington 14 miles 3,333 feet; Tazewell county, 20 miles 1,560 feet; Logan county, 1 mile 1,780 feet; Mason county, 12 miles 4,328 feet; Menard county, 23 miles 968 feet; Sangamon county, 1,925 feet; Cass county, 2 miles 2,227 feet; Morgan county, 28 miles 3,421 feet; Scott county, 3 miles 4,273 feet; Greene county, 25 miles 913 feet; Jersey county, 14 miles 400 feet, and Madison county to Godfrey, a distance of 3 miles 1,194 feet, making an aggregate distance of 149 miles 5,202 feet. This road was operated by the Chicago & Alton Railroad Company on the 1st day of May, 1874, and was known as the "Jacksonville Division."

The entire length of these several lines operated by the Chicago & Alton Railroad Company is 547 miles 744 feet.

Besides these lines, the Chicago & Alton Railroad Company operated a road in Missouri of 100 miles 4,224 feet.

The capital stock and indebtedness of these several railroad companies, exclusive of indebtedness for current expenses, was, on the 1st day of May, 1874, as follows:

Capital Stock.

Chicago & Alton Railroad Company	$11,355,300
Alton & St. Louis Railroad Company (owned by the Chicago & Alton Railroad Company)	800,000
St. Louis, Jacksonville & Chicago Railroad Company	2,348,600
Joliet & Chicago Railroad Company	1,500,000

Indebtedness.

Chicago & Alton Railroad Company	$ 7,311,900
Alton & St. Louis Railroad Company	None.
St. Louis, Jacksonville & Chicago Railroad Company	2,725,000
Joliet & Chicago Railroad Company	349,000

The Chicago & Alton Railroad Company was required to pay all taxes upon the right of way, railroad track and structures of the Alton & St. Louis, St. Louis, Jacksonville & Chicago, and Joliet & Chicago Railroad Companies, but was not required to pay taxes upon the capital stock and franchises of the three companies last mentioned. (See Cases in printed book of same, pp. 53, 67 and 157.)

The Alton & St. Louis Railroad Company, the St. Louis, Jacksonville & Chicago Railroad Company, and the Joliet and Chicago Railroad Company had no tangible property not assessed to the Chicago & Alton Railroad Company. The Chicago & Alton Railroad Company was assessed for the right of way of the said several companies, $983,350; for superstructure of main track, $2,272,077; for side, second, and turnout tracks and structures, $275,883; for rolling stock,

$1,278,188; for land, lots, and personal property (other than rolling stock), $755,552; for capital stock, $7,629,829; making an aggregate assessment of $13,194,879. This aggregate assessment was distributed to the several counties, as follows: The value of the right of way, main track, rolling stock and capital stock are distributed to the several counties in proportion to the length of the main track in the same; the side and second tracks and turnouts and structures were assessed as a whole, and distributed to each county in proportion to the length of the side track, second track, and turnouts in such counties.

The following table shows the different assessments as made and distributed to the several counties; the tax levied, and the amount of the taxes in the several counties.

Counties.	Right of Way.	Main Track.	Side, Second, and Turn-outs.	Rolling Stock.	Person'l Property.	Lands and Lots.	Capital Stock.	Total.	Per C'nt.	Amount of Tax.
Cook	$ 47,710	$110,237	$ 35,245	$ 62,015	$ 5,597	3,956	$370,184	$ 634,944	.019.9	$ 12,644.54
Will	59,299	137,014	33,564	77,079	2,570	63,555	460,105	833,186	.015.4	12,863.60
Grundy	20,219	46,716	3,439	26,281	46	None.	156,878	255,579	.013.3	3,417,71
Livingston	91,810	212,130	11,713	119,337	208	None.	712,352	1,147,550	.018.8	21,600.72
McLean	102,127	235,970	46,209	132,748	264,462	281,641	792,409	1,855,566	.020.3	37,735.94
Logan	51,343	118,629	12,377	66,736	212	None.	398,367	647,664	.020.6	13,355.38
Sangamon	62,246	143,822	12,289	80,909	2,775	16,473	482,966	801,480	.017.9	14,377.27
Macoupin	73,243	169,232	14,066	95,204	1,071	None.	568,294	921,110	.021.6	19,915.32
Jersey	30,339	70,099	2,195	39,435	144	720	235,400	378,332	.015.5	5,880.43
Madison	54,986	127,049	27,818	71,473	680	30,600	426,640	739,246	.013.8	10,212.64
St. Clair	4,380	10,119	11,875	5,693	335	72,000	33,980	138,382	.009.9	1,378,07
LaSalle	23,607	54,546	2,723	30,686	42	None.	183,170	294,774	.014.5	4,279,09
Marshall	54,303	125,469	9,797	70,585	182	None.	421,337	681,673	.015.1	10,277.54
Woodford	23,712	54,788	3,239	30,822	66	429	183,983	297,039	.021.3	6,333.92
Tazewell	43,688	100.944	7,184	56,787	196	None.	338,977	547,776	.019.1	10,447.60
Greene	69,245	159,993	12,566	90,006	552	None.	537,250	869,612	.017.5	15,181.49
Scott	6,846	15,819	1,094	8,899	23	None.	53,121	85,802	.037.5	3,216.09
Morgan	51,488	118,964	12,755	66,925	190	4,140	399,492	653,954	.018.5	12,106.00
Cass	4,353	10,057	933	5,658	24	None.	33,772	54,797	.025.	1,371.71
Menard	41,666	96,272	3,237	54,159	112	73	323,289	518,808	.015.6	8,116.68
Mason	23,040	53,236	6,287	29,948	273	None.	178,770	291,554	.024.7	7,204.01
Pike	43,700	100,972	5,278	56,803	76	None.	339,073	545,902	.010.9	5,989.75

The road passes through about one hundred towns, cities and villages.

No assessment was made of the value of the side, second tracks, turnouts or structures in each county, town, city and village.

Warrants having been issued to the collectors of the several counties for the collection of these taxes, and their collection being threatened, the appellees, being large stockholders of the Company—the Company itself having declined to act—filed a bill in the court below to enjoin the collection, and the court enjoined the collection of all the taxes, excepting the taxes upon personal property other than rolling stock and lands and lots not included in the right of way. From that decree the collectors appealed, and bring the case to this court. The appellees insist that the taxes upon

1. Right of way.
2. Second, side tracks, turnouts, and structures.
3. Rolling stock.
4. Capital stock and franchises.
5. Lands and lots included in the right of way

were levied upon assessments made in violation of the constitution and laws of the State of Illinois.

The appellants present three objections to the consideration of the main questions in the case.

First. That the court below had no jurisdiction of the subject matter.

Second. That the questions involved have been decided by the Supreme Court of the State of Illinois.

Third. The action of the Board of Equalization is conclusive upon all parties.

BRIEF.

I.

Had the court below jurisdiction?

Complainants are citizens of the State of New York; and the defendants are citizens of the State of Illinois. No other circumstances are requisite to give the court jurisdiction of the parties. Jurisdiction of the subject matter is equally well established. The managing officers of the corporation are trustees of the stockholders, and as such are required to protect the property of the corporation from illegal claims. It is the duty of such officers to institute proceedings to prevent any improper sacrifice of the property of the Company, and to refrain from using its funds for illegal purposes. The refusal to institute proceedings to prevent such sacrifices, or to refrain from illegal acts, are breaches of trust.

Shareholders may institute proceedings in such cases upon refusal of the managing officers so to do.

Dodge v. Woollsey, 18 How. 331.

Chicago v. Sheldon, 9 Wall. 50.

Heath v. The Erie Railway Co., 8 Blatchford 347.

The fact that the Supreme court of Illinois had decided cases involving railroad taxation adversely to the views of the complainants did not abridge the rights of stockholders. The directors were required to take all legal steps to defeat the collection of the taxes in question.

It does not appear from anything in the record that the action of the directors was collusive or for the purpose of giving the Federal courts jurisdiction, and, in the absence of any proof of that fact, it will not be presumed. Even if the directors did know that the complainants, upon failure of the Board

to comply with their request, would proceed in the United States court, that fact would not interfere with its jurisdiction. The only question that the Court will consider is whether the bill presents a proper case, if sustained, to enjoin the Board of Directors.

It is not material to consider by what means the Board put it in the power of the complainants to bring their suit. The stockholders had the right to make the request which they made, and there is no evidence that it was not made in good faith. The language employed by the Board in refusing to comply with the request is not material, neither would it be material if the Board knew that, upon such refusal, the complainants would institute a suit in the United States Court.

II.

Are the decisions of the Supreme court of the State of Illinois conclusive of the questions involved?

The complainants insist that the exactions sought to be made by means of the illegal assessments set forth in the bill, are prohibited by the constitution of the United States.

1. The fourteenth amendment of the constitution of the United States, provides that "*no State shall deprive any person of life, liberty or property without due process of law.*"

The prohibition against depriving persons of their property without due process of law was contained in the old constitution. Its meaning is well explained by the Supreme court of the United States in *Bank of Columbia v. Oakley*, 4 Wheat. 244, in which the court say: "It was intended to secure the individual from the arbitrary exercise of the powers of government unrestrained by the established principles of private right and distributive justice." It forbids all acts in violation of the fundamental law of government. The pro-

vision of the old constitution was not designed as a limitation upon State governments in reference to their own citizens, but as a restriction upon the Federal power.

Barron v. City of Baltimore, 7 Peters 243.
Fox v. Ohio, 5 How. 434.
Withers v. Buckley, 20 How. 90.
Smith v. Maryland, 18 How. 76.

Experience demonstrated that the protection of the Federal government was necessary to secure citizens against the arbitrary acts of State governments, and for that purpose the fourteenth amendment of the Federal constitution provided that "no State should deprive any person of life, liberty or property without due process of law." The levy and collection of a tax deprives persons of their property, and if done in violation of law, the act is clearly within the prohibition of the constitution.

2. State constitutions, statutes and laws are construed and expounded by the Federal courts, according to their own judgment, in all cases where it is necessary to determine whether a right secured by the constitution of the United States has been violated.

The decisions of the courts of the State, in such cases, are not a rule governing the Federal courts.

The right of a party asserting the invalidity of a State constitution or statute must be, in the first instance, judicially ascertained. If the right claimed arises from the constitution of the State, or from a previous statute, the constitution or statute must be construed by the Federal court to ascertain whether the party has the right which he asserts. The cases of

Jefferson Bank v. Skelly, 1 Black 436,
The Hoboken Bridge, 1 Wall. 116,
Railroad Co. v. McClure, 10 Wall. 511,

are of this description.

So, where it is claimed that rights, privileges and immunities of a citizen of a State have been denied to a citizen of another State, the Federal court must determine whether the party is entitled to the right, privilege or immunity claimed before it can adjudge relative to any violation complained of.

Ward v. Maryland, 12 Wall. 418.
Paul v. Virginia, 8 Wall. 168.
Liverpool Ins. Co., v. Mass. 10 Wall., 567.
Ducat v. Chicago, 10 Wall. 410.

So, relative to the validity of the statutes prohibiting a recovery upon promissory notes given for Confederate money or for slaves, the Federal court will inquire and determine the right of the party before the statute was enacted, and then adjudge whether the statute complained of has impaired such right.

Delmas v. Ins. Co., 14 Wall. 661.

So, in the present case the court must construe the constitution of the State, and ascertain the rights of individuals under it. Although the decisions of the State court are entitled to respect, they are not conclusive.

The Federal tribunals are the final arbiters of questions arising under the constitution of the United States.

In considering the assessment relative to the several species of property, the decision of the Supreme court of the State of Illinois will be examined.

III.

Is the action of the Board of Equalization and other officers of the State of Illinois conclusive?

For purposes of argument it might be conceded that the action of the Board of Equalization in fixing the values of the right of way, main track, and rolling stock was conclusive as to their respective values, but it cannot be con-

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tended that the distribution of such assessed values to the several counties on the line of the road in violation of the constitution and laws of the State, would be binding upon any one.

So, it might be conceded that the assessed values of the side track, second track, turnouts and structures are conclusive as to those values, if the assessment had been made of such values in the counties, towns, villages, districts or cities in which the property was located. But if it should appear that these values were assessed upon the entire property as a whole, without any reference to its location, and distributed by some rule not known to the statute, it cannot be insisted that such illegal assessments are conclusive. In regard to the assessed value of the capital stock and franchises of the corporation, it is insisted by the appellees that such capital stock and franchises could not be taxed by valuation; but even were it admitted that they could be so taxed if the Board of Equalization arrived at the assessed value by a rule in violation of the constitution and laws of the State, its action is not binding.

The statute under which the Board acted, required it to adopt rules and principles for ascertaining the fair cash value of the capital stock. The Board, instead of adopting such rules, adopted one by which the fair cash valuation of the capital stock of no railroad corporation in the State of Illinois could be obtained, and, acting upon such a rule, arrived at the anomalous conclusion that a corporation should pay taxes upon its debts, as well as upon its property. So, in regard to the property assessed by the State Board as right of way, and by the town and county assessors as lands and lots. They may be held to be the one or the other, but they are not both.

IV.

Taxes on Right of Way and Main Track.

The revenue act required the Board of Equalization to assess the values of these species of property, and the assessed

value to be distributed to the several counties, towns, villages, districts and cities, in the proportion that the length of the main track in such county, town, village, district or city bears to the whole length of the road in the State. Rev. Act § 43, 109.

The average value of lands per acre in the several counties traversed by the road of the defendant corporation, as ascertained by the Board of Equalization, was as follows, and opposite to such average value is set the value per acre of the right of way of the defendant corporation in the several counties as distributed by the same authority.

County.	Value of Lands, per acre, in County, as assessed.	Value of Lands, per acre, on Right of Way, as assessed.
Cook	$33.99	$182.10
Will	20.42	129.46
Grundy	16.90	140.25
Livingston	18.45	144.54
McLean	23.60	152.77
Logan	26.66	141.78
Sangamon	25.85	177.49
Macoupin	5.72	105.44
Jersey	17.00	165.43
Madison	20.08	211.61
St. Clair	41.47	158.25
LaSalle	27.74	160.56
Marshall	21.63	160.88
Woodford	18.04	162.82
Tazewell	24.76	181.04
Greene	18.28	150.36
Morgan	18.01	175.34
Scott	14.18	187.34
Cass	16.58	134.14
Menard	26.17	164.81
Mason	14.76	153.51
Pike	18.81	97.16
Average value per acre	21.32	156.23

From the above statement it is apparent, that values in

counties having a valuation above the average, have been transferred to counties having a lower valuation. From necessity such a result must follow from the mode of making the assessment. No one will pretend that the actual value of the right of way is the same in the different counties traversed by the road. It appears from the schedules attached to the bill that a portion of the main track is iron and other portions are steel. These portions of the main track are of different values. The different portions of the road are constructed with a different number of ties to the mile. These ties are of different values. The amount of ballasting is different in different localities and the value of the same widely different according to the material used for the purpose. The length of time the road has been used, and its state of repair, are also different in the several counties, etc., both being elements to be considered in estimating the value of a railroad track. It is a physical impossibility that a right of way and main track should have a uniform value per mile. The question then arises, can the General Assembly of Illinois transfer portions of the value of real estate in one municipality to another for purposes of taxation in the latter? The injustice of such a mode of assessment is shown in the table of the different rates of taxation in the several counties heretofore given—the taxes in some counties being four times greater than in others. The power of the General Assembly, to perpetrate so flagrant an injustice, will be considered in our remarks relative to the taxes levied upon "rolling stock." It is conceded that municipalities, as well as States, must have jurisdiction of property, in order to impose taxes thereon, and we are unable to perceive any legal mode by which one city can acquire jurisdiction over real property situated in another city.

V.

Taxes on Second and Side Tracks, Turnouts, Stations, and Improvements on the Right of Way.

The 42nd Section of the Revenue Act declares that the right of way, including the superstructure of main, side, or second tracks, and turnouts, and the stations and improvements of the railroad company on such right of way, shall be denominated "railroad track." All the property thus denominated was required by Section 109 to be assessed by the State Board of Equalization. The town and county assessors had no authority whatever to assess any property thus denominated. The Board was required to assess the value of all property included under the denomination of "railroad track," in each county, town, village, district, or city, in which such property was situated. Instead of complying with the plain provision of the law in this respect, the Board assessed the value of the side and second tracks, turnouts, stations, and improvements on the right of way, as a whole, at the sum of $275,883, and then distributed such valuation in proportion to the length of the side and second tracks and turnouts, in each county. If we could assume that the second track was of the same value as the side track, and that all side tracks and turnouts were of the same value per mile, and that the value of the stations and improvements were equal per mile for the entire length of such side, second tracks, and turnouts, and that every city, town, village and district had the same length of side or second track and turnouts, then the action of the Board, although illegal, might have the semblance of fairness. But as none of these propositions are true, it is difficult to perceive how the assessment can be sustained. A steel rail is twice the value of an iron rail; the iron rail in the side track or turn-out is perhaps half the value of the iron rail in the second track; and it is shown in the schedules attached to the bill that in a large number of towns through

which the road runs, there are no side or second tracks nor turnouts. It appears from page 56 of the Record that the main track has 440 miles of iron rails and 106 miles of steel rails; that the second track has 17 miles of steel rails and 29 miles of iron rails, and that the side tracks and turnouts have 74 miles of iron rails.

The stations and improvements in different towns on the line of the road. are of widely different value, and any attempt to assess them as a whole, and distribute the assessed value per mile, is simply absurd as a mode of complying with the provisions of the statute. By this novel mode of assessment, the value of a station-house in Chicago would be distributed to the entire length of the road, in proportion to the length of the side, second tracks and turnouts, in each county. The value of the steel rail for the second track would be distributed to the counties wherein the second or side tracks are of iron. Nearly one hundred towns on the line of the road would have an increased assessment for taxable purposes for property not located in those towns.

The following table presents some interesting information relative to the mode in which the assessment for side and second tracks, turnouts, stations and improvements, was made and distributed, and also shows the rate per cent. of taxation extended upon this species of property, and the amount of such tax. If the assessment was made and distributed by any certain rule, we should be pleased to ascertain it. If the rate per cent. was established in conformity to any rule, we should be pleased to ascertain that fact also.

SIDE OR SECOND TRACKS AND TURNOUTS.

COUNTIES.	LENGTH OF SIDE-TRACKS ETC.		TOTAL IN FEET.	VALUE AS ASSESSED.	PER CENT.	TAX.
	Miles	Feet.				
Cook	9	2,344	49,864	35,245	.0129	$ 456.39
Will	8	5,246	47,486	33,564	.0166	557.23
Grundy	.....	4,865	4,865	3,439	.0134	46.35
Livingston	3	732	16,572	11,713	.0189	221.78
McLean	12	2,017	65,377	46,209	.0180	834.29
Logan	3	1,671	17,511	12,377	.0209	259.62
Sangamon	3	1,546	17,386	12,289	.0167	206.26
Macoupin	3	4,060	19,900	14,066	.0214	301.75
Jersey	.....	3,106	3,106	2,195	.0093	20.57
Madison	7	2,397	39,357	27,818	.0110	307.16
St. Clair	3	960	16,800	11,875	.0113	134.15
La Salle	.....	3,853	3,853	2,723	.0090	24.64
Marshall	2	3,301	13,861	9,797	.0155	152.21
Woodford	.....	4,583	4,583	3,239	.0214	69.42
Tazewell	1	4,884	10,164	7,184	.0200	144.07
Greene	3	1,938	17,778	12,566	.0174	219.40
Scott	.....	1,548	1,548	1,094	.0211	23.11
Morgan	3	2,205	18,045	12,755	.0184	235.44
Cass	.....	1,320	1,320	933	.0250	23.36
Menard	.....	4,579	4,579	3,237	.0081	26.52
Mason	1	3,615	8,895	6,287	.0244	153.89
Pike	1	2,187	7,467	5,278	.0103	54.30

VI.

Taxes on the Rolling Stock.

The constitution of the State of Illinois contemplates that the General Assembly shall provide such revenue as may be needful for State purposes, and that counties, towns, cities and villages shall respectively provide such revenues as may be needful for their respective purposes. The General Assembly has no power to assess and collect taxes for municipal purposes. The provision of the constitution is express: "The "General Assembly shall not impose taxes upon municipal "corporations or the inhabitants or property thereof, for "corporate purposes." But the General Assembly may vest in municipal corporations power to impose taxes upon persons

and property within their respective jurisdictions. All taxes are required to be levied so as to be uniform upon persons and property within the jurisdiction of the body imposing the same. The General Assembly has no authority to impose taxes upon persons and property beyond its jurisdiction, and municipal corporations have not and cannot have any power to impose taxes upon persons or property not within their respective jurisdictions. The State of Illinois might as well impose taxes upon persons and property in the State of Missouri, as the City of Chicago assess and collect taxes upon persons and property in the cities of Springfield, Bloomington or Jacksonville.

Mills v. City of Weston, 22 Mo. 384.

The General Assembly may declare that taxes may be imposed upon persons and property, but it cannot determine what persons or property are within its jurisdiction for that purpose. So the General Assembly may authorize municipal corporations to assess and collect taxes, but it cannot declare persons or property to be within the jurisdiction of such corporation when they are not so in fact. The judicial branch of the government must determine whether persons or property are within a particular jurisdiction. The question is not one of legislative discretion. The rule relative to jurisdiction over property for the purposes of taxation is, "Whether it "abides within the municipality so as to become incorporated "with and form a part of its personal property." *St. Louis v. Ferry Company*, 11 Wallace 423.

Hayes v. Pacific Steamship Company, 17 Howard 599.

In *Morgan v. Parham*, 16 Wallace 471, the court said: "The fact that the vessel was physically within the limits "of Mobile at the time the tax was levied, does not decide "the question. Thus, if a traveler on that day had been pass- "ing through that city in his private carriage, or an emigrant

"with his worldly goods on a wagon, it is not contended that "the property of either of those persons would be subject to "taxation as property within the city." In that case the court held that the State of Alabama had no jurisdiction over the vessel upon which taxes were imposed, for the reason that it had not become incorporated into the personal property of the State, but was there temporarily only.

Although the home office of the defendant corporation was in Chicago, in Cook county, it might be admitted that the General Assembly could change its domicil, or create for it as many domicils, for certain purposes, as the road traverses counties, towns, cities and villages; but creating a new domicil for the Company, or declaring it to have a domicil in every county, town, city and village through which the road passes, does not place the property of the corporation within the jurisdiction of such counties, towns, cities and villages in equal proportions, or in the proportion of the length of the road through the same, to the whole length of the road in the State. The jurisdiction of a State, county, city or village over persons and property, for the purposes of taxation, is not acquired by such persons or property being accidentally within the territorial limits of the State or municipality, for a temporary purpose.

We will suppose a corporation having its home office at East St. Louis has two lines of steamboats, one plying between that place and Galena, and the other between East St. Louis and Peoria. These steamers would each pass through and stop in twenty different counties, but would the General Assembly have the power to provide that the whole number of steamers employed in both lines should be assessed as a whole, and that the assessed value should be distributed to the different counties, towns, cities and villages through which the steamers pass on their trips in proportion of the length of the trip through each municipality to the whole length of the voyage. The

trips of the one line might be weekly, and of the other line daily; and should not this fact be taken into consideration if such a rule was to obtain? A commercial house in Chicago might have its peddlers, with their horses, wagons and merchandise on the main lines of travel in the State, and on the first day of May in each year every peddler may be temporarily in two or three counties, towns, cities and villages. What would be said of a law which would require an assessment of the value of the entire number of horses and wagons, and of the entire value of the merchandise as a whole, and require the distribution of such assessed value to the different towns, counties, cities and villages through which any of them happened to travel on the first day of May, in proportion of the length of their journeys on that day to the whole length of their routes? The supposed cases are not more absurd than the act of the General Assembly under consideration.

The rolling stock on four different lines is combined and assessed as a whole. The main line has its termini at Chicago and St. Louis, two large cities, and the others traverse comparatively unsettled portions of the country. No difference is made in the distribution of the assessed value, whether or not there is a station in the county, town, or village, nor whether one or 500 cars per day pass over the road through these municipalities. The cars used for the transportation of freight are about forty times the number of those used for the transportation of passengers. That is to say, the Company has about 2,000 cars for the transportation of freight to 50 cars for the transportation of passengers.

A reference to the sums distributed to each county shows conclusively that the distribution was not made so as to correspond with the business transacted in the several counties. As, for instance, Cook county, for a distance of 26 miles and a fraction, receives but a trifle more than Pike county for a distance of 23 miles and a fraction, while in the former county

it would be safe to assume forty times more business is transacted than in the latter county.

No further evidence is required of the injustice of subjecting property to local taxation not within the jurisdiction of the body imposing the same.

We think the appellants' counsel is hasty in expressing the opinion that the act relating to the assessment of rolling stock has been repeatedly sustained by the Supreme Court of the State of Illinois. The cases cited by him do not sustain his position. It is contended that it is not equitable that the personal property of a corporation should be assessed in the county and town of its principal office. We do not perceive the force of the objection. In all cases the great majority of the amount of money used to build and equip a railroad is furnished in the city where its home office exists. Before the stockholders invest their money in building a road, taxes are paid on the money in the county where they reside. There is no equitable reason why a remote county from the home office, which has never contributed anything towards building or equiping the road should have the benefit of taxation derived from rolling stock which it never helped to secure, and which is scarcely ever within its territorial limits. For this reason, no better rule can be suggested than the common law rule of taxing at the domicil of the owner. But if a different rule were desirable, so as to give the different counties, towns, cities, and villages on the line of the road the right to a share of the tax upon rolling stock, we would suggest one more in harmony with the principles of equity.

An assessment made in proportion to the actual car mileage in each county, city, or village during the year would certainly give to those municipalities all to which they could be entitled. Thus, if upon the whole road, the mileage of cars was 1,000,000 miles per year, and 100,000 miles of that were

run in Cook county, and 5,000 miles in Pike county, the proportion which Cook county would receive would be twenty times as great as that paid to Pike county, although the distance of line in each county is about equal. Such a mode would more nearly approach to the principle of uniformity and proportion required by the constitution of the State of Illinois, than is attainable under the system of dividing in proportion to the length of the combined lines. It is not, however, for us to devise modes of taxation. We simply say that the present mode is not warranted by the constitution and laws of the State.

VII.

The constitution of the State of Illinois does not permit an assessment of the franchise of the defendant corporation by valuation. Article IX of the constitution of 1870 is as follows:

"The general assembly shall provide such revenue as "may be needful by levying a tax, by valuation, so that every "person and corporation shall pay a tax in proportion to the "value of his, her or its property—such value to be ascertained "by some person or persons, to be elected or appointed in "such manner as the general assembly shall direct, and not "otherwise; but the general assembly shall have power to tax "peddlers, auctioneers, brokers, hawkers, merchants, commis-"sion merchants, showmen, jugglers, inn-keepers, grocery "keepers, liquor dealers, toll bridges, ferries, insurance, tele-"graph and express interests or business, venders of patents, "and persons or corporations owning or using franchises and "privileges, in such manner as it shall, from time to time, di-"rect by general law, uniform as to the class upon which it "operates."

An excise tax may be imposed upon a franchise in the same manner as such a tax may be imposed upon jugglers,

showmen, inn-keepers and other persons having special privileges. The term "property" used in the first clause of the section above quoted, refers to tangible property only, as distinguished from the intangible species of property mentioned in the latter clause of the same section. By the first clause of the section, all the tangible property of the corporation may be taxed, and by the latter clause its rights, privileges, and capacities, all of which are intangible property, may be taxed, but upon a different basis. It can hardly be contended that the constitution intended to permit double taxation. That is on a valuation and by an excise tax. The article repeatedly refers to equality and uniformity as the principles upon which the burdens of taxation should be imposed. The mode of arriving at a valuation of a franchise as stated in the rule adopted by the State Board of Equalization, is absurd. There is not a railroad corporation in the State of Illinois whose tangible property equals the nominal value of its stock and amount of its bonded indebtedness; and no one applying the rule to corporations thus circumstanced, can arrive at the value of the capital stock and franchises over and above the tangible property of the corporation. The effect of the rule is, in all such cases—and there are none other in the State—to compel corporations to pay taxes upon what they owe. In other words, the greater the debt of a corporation, the greater its taxes. Such is the inevitable result of an application of the rule in all cases where the corporation has not sufficient tangible property to represent its debt. Appellants' counsel says in his brief, page 31, that it has never been claimed that the statutes authorized an assessment upon the debts of the corporation. That is true, but the rule adopted by the Board, and which is the only foundation upon which the tax in question is upheld, compels the payment of taxes upon debts. The rule is as follows:

"*Resolved*, That for the purpose of ascertaining the fair

"cash value of the capital stock, including the franchise, of "all companies and associations now or hereafter created under "the laws of this State, and for the assessment of the same, "or so much thereof as may be found to be in excess of the "assessed or equalized value of the tangible property of such "companies and associations respectively, we, the State Board "of Equalization, hereby adopt the following rules and prin- "ciples, viz :

"*First.* The market or fair cash value of the shares of the "capital stock, and the market or fair cash value of the debt (ex- "cluding from such debt the indebtedness for current expenses), "shall be combined or added together, and the aggregate "amount so ascertained shall be taken and held to be the fair "cash value of the capital stock, including the franchise res- "pectively of such companies and associations.

"*Second.* From the aggregate amount ascertained, as "aforesaid, there shall be deducted the aggregate amount of "the equalized or assessed valuation of all the tangible prop- "erty, respectively, of such companies and associations, such "equalized or assessed valuation, being taken, in each case, as "the same may be determined by the equalization or assess- "ment of property by this Board ; and the amount remaining "in each case, if any, shall be taken and held to be the amount "and fair cash value of the capital stock, including the fran- "chises, which this Board is required by law to assess, respec- "tively, against companies and associations now or hereafter "created under the laws of this State."

The injustice of the rule may be illustrated by supposing a railroad to be built, as many have been, by the sale of bonds, without the payment of any considerable sum of money on account of stock, the bonds representing the whole cost of the road and tangible property. Then suppose, from some unforseen accident or depreciation, the tangible property declines in value 50 per cent. It may be said that the market

value of the bonds and the bonded debt would depreciate in proportion, but there may be some extrinsic reason why the bonds do not decline in value. As, suppose, in the days of the company's property, some other and solvent railroad company had guaranteed the payment of the interest of the bonds and debt, and notwithstanding the calamity or depreciation in value of the tangible property, they had continued to remain at par, we would have the anomaly of paying taxes on 50 per cent. more than all of the property, tangible and intangible, including franchises, etc., are worth. Suppose a railroad is built costing $2,000,000. The stock is worth 0. The market value of its debt is $2,000,000. Here the value of its debt and tangible property being equal, there would be no tax for franchise; but suppose, after a while, by failing business or other depression in values, its tangible property becomes worth only $1,000,000, and the debt, by reason of a guarantee or other circumstance, should continue to be worth $2,000,000. By deducting the tangible property therefrom, we should then have the road taxed upon $1,000,000 for its franchises, when in point of fact its tangible property would only pay 50 per cent. of its debt, and when the whole concern, including its franchises, is worth $1,000,000 less than nothing. If the franchise is to be assessed at all, a more equitable mode of getting at its value would be to take the gross or net earnings for the previous year, and from that deduce some basis for the coming year as to the value of the franchise for taxation. A franchise is a species of incorporeal property. It has no intrinsic value, and cannot be made to have any value, except in connection with tangible or corporeal property. There is no propriety in taxing it upon a basis of physical value, as farms and houses are taxed. Its only value being the revenue or income it can produce, in connection with corporeal property, no method of taxing a franchise is equitable, or complies with the moral theory of proportion

and uniformity, which does not take into account and is not based upon the earning power of the franchise.

The State court, in the case referred to, page 43 of the appellants' brief, admits that there is a seeming injustice in this mode of assessment, but tries to excuse the Board. It says:

"There is seeming injustice in taxing corporations which "are largely indebted, and whose earnings are insufficient to "pay the accruing interest, as is alleged to be the fact in the "present case, to the full extent of the value of all their prop- "erty and privileges, without regard to their indebtedness; "*yet it has never been the policy of the legislature to make* "*any discrimination in favor of individuals on this account,* "*and corporations cannot claim an exemption from taxation,* "*when, under like circumstances, an individual would not* "*also be exempt to the same extent?*"

We insist that this statement grossly perverts the fact, and is not borne out in a single instance when applied to an individual. For example: a citizen owns a house, worth $10,000, which is subject to an incumbrance of $5,000. He pays taxes on the $10,000 without reference to the debt, but suppose the house is destroyed by fire, leaving the ground, worth only $2,000; he then pays taxes upon $2,000 and no more; but if he were a corporation he would, in the latter case, after paying on the $2,000, the tangible property, have to pay on $3,000, the balance of the debt which he still owes on the lot. The case of an individual, therefore, illustrates the absurdity of the rule adopted by the Board as fully as it can be done in any other way.

The assertion that the Board of Equalization is judicial, and that its acts cannot be impeached collaterally, is disproved by the repeated decisions of this court and by the Supreme court of Illinois. In *C. B. & Q. R. R. Co. v. Cole* (Tax injunction cases, page 42), the court took jurisdiction of a bill

filed under somewhat similar circumstances to this, to enjoin the collection of a tax on the ground that the Board of Equalization, in making the assessment, added to what they determined the value of the capital stock not only the indebtedness of appellant, but also that of six other railroad companies, of which it was lessee, for the payment of none of which was appellant responsible.

The court says: "It is an arbitrary and unreasonable "valuation, because the law has devolved upon the Board "of Equalization, we hold it is not the duty of the court to "exercise any supervisory care over its valuations, so long as "it acts within the scope of the power with which it is in- "vested, and in obedience of what may reasonably be pre- "sumed to be an honest judgment."

The error of the State Board was in assuming that the actual value of the capital stock and franchises would always be the market value and the amount of the indebtedness. This would be true if the par value of the stock and the indebtedness was represented by property, as, for example:

The nominal capital of a bank is.....	$100,000
If the bank has that sum in U. S. bonds, and it has borrowed	100,000
Which it has on hand in money, it has in property	200,000

Now, if the market value of the stock is $102, by adding the debt and deducting the property we have the value of the stock, but as soon as the value of the property is less than the paid up stock and indebtedness, the process fails. A fire may burn up the bonds and money, leaving the debt of the corporation remaining. The value of this debt does not necessarily depend upon the ability of the corporation, as such, to pay it, but upon the ability of the creditor to enforce payment from some other source. The ability of the creditor to enforce pay-

ment from other sources is not the property of the debtor in any sense of the word.

VIII.

Portions of the right of way listed and assessed as land and lots.

The 46th section of the Revenue act provides that all real estate, including the stations and other buildings and structures thereon, other than those denominated "railroad track," belonging to any railroad, shall be listed as lands and lots, as the case may be, in the county, town, village, district or city where the same may be located. The assessment of lands and lots is required to be made by town assessors in counties organized under the township organization law, and by county assessors in other counties. These assessments are returned to the county board of equalization, and after being reviewed by that body are certified to the State board of equalization, in order that it may equalize the assessed value of property between the different counties in the State. The lands and lots thus to be assessed by the town or county assessors, are outside the right of way, and are property which the State board of equalization has no right to assess. On the other hand, the right of way, with the stations and improvements thereon, is required to be assessed by the State board of equalization, and the town and county assessors have no authority to assess the same for any purpose whatever. It will readily be perceived that there must be a boundary line between the lands and lots embraced in the right of way and those lying outside of the same. The charter of the defendant corporation does not prescribe the width of its right of way. The State board assessed 6,563.4 acres as the areas of such right of way. The length of this right of way is 547 miles 744 feet, giving an average width of $98\frac{96}{100}$ feet, which is a little less than the Attorney General of the State thought was reasonable.

We have prepared a table showing the instances in which the town and county assessors assessed as lands and lots the same identical property assessed by the State Board of Equalization under the denomination of "railroad track." It may be that the State Board of Equalization allowed the Company a greater width of right of way than was absolutely necessary, and it is not important to consider whether the the State Board has any power to fix and determine the width of a right of way, for the reason that it is perfectly evident that the State Board cannot assess the property under the denomination of "railroad track," and the town and county assessors assess the same property as lands and lots.

The annexed table gives a description of the right of way, as assessed by the State Board of Equalization, and a description of the same lands and lots as assessed by the town and county assessors.

It may be that, in some instances, a portion of the lands and lots assessed by the town and county assessors might have been properly so assessed by them, but if such is the case, the assessments, it will be perceived, were made as a whole. There is no mode of distinguishing the value of the part which might have been assessed from the residue, and, therefore, the whole assessment is void. As, for instance, in many cases they have assessed whole lots and blocks at a gross sum, and although they might have assessed the east half of the respective lots and blocks as lands and lots, no one can ascertain the value of the east half, and, therefore, the entire assessment is void.

OBADIAH JACKSON AND
C. BECKWITH,
Of Counsel for Appellees.

Right of Way assessed by State Board of Equalization. DESCRIPTION.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. DESCRIPTION.	Total Tax levied on Lands and Lots included in Right of Way.
MENARD COUNTY.		
Property leased of the St. Louis, Jacksonville & Chicago R. R. Co.		
Schedule A.—Railroad Track.		
A strip of land extending on each side of said railroad track and embracing the same, together with all the stations and improvements thereon, commencing at the point where said railroad track crosses the northern boundary line of Menard county, in entering the same, and extending to the point where the track crosses the southwestern boundary line of said county, in leaving the same.		
Harris' Addition to Petersburg.	*Harris' Addition to Petersburg.*	
Lots 5 and 6 in block 9.....	Lots 5 and 6 in block 9.....	$100.00
A strip of land, 100 feet wide, with R. R. track in center, through block 2, in N. E. cor. of N. W ¼, N. E. ¼ Sec. 14, T. 18, R. 7.....	A strip of land 100 feet wide, with R. R. track in center, through block 2 in N. E. cor. of N. W. ¼, S. E. ¼ of Sec. 14 Town. 18, R. 7.....	100.00

Right of Way assessed by State Board of Equalization. DESCRIPTION.	Lands and Lots included in Right of Way assessed by Town or County Assessor. DESCRIPTION.	Total tax levied on Lands and Lots included in Right of Way.
A strip of land, 60 feet wide, with R. R. track in center, through Cowgill's Addition....	A strip of land 60 feet wide, with R. R. track in center, through Cowgill's Addition	75.00
A strip of land, 100 feet wide, with R. R. in center, through Brown's Addition.	A strip of land 100 feet wide, with R. R. track in center, through Brown's Addition.	100.00
A strip of land, 100 feet wide, with R. R. track in center, through Bennett's Addition. ...	A strip of land 100 feet wide, with R. R. track in center, through Bennett's Add'n.	100.00
Village of Tallula.	*Village of Tallula.*	
Lots 1, 2, 3, 4, 5 and 6 in block 17; also Lots 9 and 11 in block 16.	Lots 1, 2, 3, 4, 5 and 6 in block 17; also, Lots 9 and 11 in block 16.....	200.00

Right of Way assessed by State Board of Equalization. DESCRIPTION.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. DESCRIPTION.	Total tax levied on Lands and Lots included in Right of Way.
JERSEY COUNTY.		
Property leased of the St. Louis, Jacksonville & Chicago Railroad Company.		
Schedule A.—Railroad Track.		
A strip of land extending on each side of said railroad track, and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad track crosses the northern boundary line of Jerseyville Township, in entering said county, and extending to the point where the track crosses the southern boundary line of Delhi Township, in leaving the same.		
Jerseyville.	*Jerseyville.*	
George W. Burk's 2d Addition.	George W. Burk's 2d Addition.	
Lots 2, 3, 6, 7 and 8, Block 5.	Lots 2, 3, 6, 7 and 8, Block 5.	
" 1 and 4, " 10.	" 1 and 4, " 10.	
" 5, 6, 7, 8 and 9, " 19.	" 5, 6, 7, 8 and 9, " 19.	$19.73
" 20, 21 and 22, " 20.	', 20, 21 and 22, " 20.	

Right of Way assessed by State Board of Equalization. DESCRIPTION.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. DESCRIPTION.	Total tax levied on Lands and Lots included in Right of Way.
WILL COUNTY.		
Chicago & Alton Railroad Company.		
Schedule A.—Railroad Track.		
A strip of land extending on each side of said railroad track and embracing the same, together with all stations and improvements thereon, commencing at the point where said railroad track crosses the north line of block 15 in the city of Joliet and extending to the point where the track crosses the south line of block 39, in said city of Joliet, in leaving the same.		
East Joliet.	*East Joliet.*	
Part south of right of way of C., R. I. & P. R. Co., lots 3, 4, 5 and 6, in block 15....	Part south of right of way of C. R. I. & P. R. R. through lots 3, 4, 5 and 6 in blk 15.	$ 70.30
All that part which lies south of a line $16\frac{1}{2}$ feet south from the center line of the Chicago & Rock Island R. R. of lots 7 and 8, block 15.....	All that part which lies south of a line $16\frac{1}{2}$ feet south from the centre line of the Chicago & Rock Island R. R., of lots 7 and 8, block 15	26.12

Right of Way assessed by State Board of Equalization. DESCRIPTION.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. DESCRIPTION.	Total tax levied on Lands and Lots included in Right of Way.
WILL COUNTY.—*Continued.*	WILL COUNTY.—*Continued.*	
Und. ¾ of lots 1, 2, 3, 4, 5, 6, 7 and 8, block 16.	Lots 1, 2, 3 and 4, and ¾ of lot 5, whole of lots 6, 7 and 8 in block 16	71.65
Canal trustees subd'n W. ½, Sec. 15, T. 35, R. 10. Part of block 6, commencing at the N. E. corner of said block; thence south along west line 279 feet; thence northeastwardly 189 feet to a point 198 feet southeastwardly from northwest corner of said block; thence northwestwardly to place of beginning	Canal Trustees subd'n W. ½ Sec. 15, T. 35, R. 10. Part of block 6, commencing at northeast corner of said block, thence south along west line 279 feet; thence northeastwardly 189 feet to a point 198 feet southwest, from N. W. corner of said block; thence northwestwardly to place of beginning	10.05
Lots 1, 2, 3, 4, 5, 6, 9, 10, 11 and 12, in block 7	Lots 1, 2, 3, 4, 5, 6, 9, 10, 11 and 12, in block 7	113.85
All within 50 feet of center line of Chicago & Alton R. R. on either side thereof of blk 18	All within 50 feet of center line of Chicago & A. R. R. on either side thereof, of blk 18	2.69
All within 50 feet of center line of Chicago & Alton R. R. on either side thereof of block 19	All within 50 feet of center line of C. & A. R. R. on either side thereof of block 19	2.69
All within 50 feet of center line of Chicago & Alton R. R. on either side thereof of block 20	All within 50 feet of center line of C. & A. R. R. on either side thereof of block 20	2.69

Right of Way assessed by State Board of Equalization. DESCRIPTION.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. DESCRIPTION.	Total tax levied on Lands and Lots included in Right of Way.
WILL COUNTY.—*Continued.*	WILL COUNTY.—*Continued.*	
All within 50 feet of center line of Chicago & Alton R. R. on either side thereof of block 39	All within 50 feet of center line of C. & A. R. R. on either side thereof of block 39	2.69
All within 33 feet of center line of C. & A. R. R. on either side thereof of block 29..	All within 33 feet of center line of C. & A. R. R. on either side thereof through block 29.	2.69
All within 33 feet of center line of C. & A. R. R. on either side thereof of block 30..	All within 33 feet of center line of C. & A. R. R. on either side thereof through block 29.	1.34
All within 33 feet of center line of C. & A. R. R. on either side thereof of block 31..	All within 33 feet of center line of C. & A. R. R. on either side thereof through block 29..	1.34
All within 33 feet of center line of C. & A. R. R. on either side thereof of block 38..	All within 33 feet of center line of C. & A. R. R. on either side thereof through block 29.	2.01
Canal Trustees' subdivision W. ½ Sec. 15, T. 35, R. 10.		
S. W. Bowen's subdivision of a part of lot 1, block 38.		
4 feet off west end sub-lot 1, lot 1, bl'k 38	4 ft. from west end sub-lot 1, lot 1, block 38	$0.20
13 " " " 4&5, " "	13 off " " " 4&5, " " "	.41
13 " " " 7, " "	13 " " " " 7 " " "	.80
18 " " " 8, " "	18 " " " " 8 " " "	.41
7 " " " 2&3, " "	7 " " " " 2&3, " " "	.41

Right of Way assessed by State Board of Equalization. DESCRIPTION.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. DESCRIPTION.	Total tax levied on Lands and Lots included in Right of Way.
WILL COUNTY.—*Continued.*	WILL COUNTY.—*Continued.*	
13 feet off west end sub-lot, 6, lot 1, bl'k 38	13 " " " " 6, " " "	.41
13 " " " 9, " "	13 " " " " 9, " " "	.41
33 feet through all that part of block 38 that lies south of lot 9.....	33 feet through all that part of block 38 that lies south of lot 9.....	.41
16 feet wide adjoining right of way, and parallel thereto and on the east side thereof, through block 39 from south line block 38 to center of Hickory Creek.....	16 feet adjoining right of way and parallel thereto, on the east side thereof, through block 39, from south line of block 38 to center of Hickory Creek.....	.80
All within 53 feet on west side and 33 feet on east side of center line of C. & A. R. R., through blocks 8 and 9.....	All within 53 feet on west side, and 33 feet on east side of center line of C. & A. R. R., through blocks 8 and 9.....	5.35
A strip on east side 1 rod wide, block 8 & 9.	A strip on east side, 1 rod wide, blocks 8 & 9.	5.35
Lots 24, 25, 30 and 31, block 8 and 9.....	Lots 24, 25, 30 and 31, in blocks 8 and 9.	4.68
Part south of C. R. I. & P. R. R., except lots 1, 2, 3 and 4, block 25.	Part south of C., R. I. & P. R. R., except lots 1, 2, 3 and 4, block 25.....	5.35
Schedule A.—Railroad Track.		
A strip of land extending on each side of said railroad track and embracing the same, together with all stations and improvements thereon, commencing at the point where said		

Right of Way assessed by State Board of Equalization. DESCRIPTION.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. DESCRIPTION.	Total tax levied on Lands and Lots included in Right of Way.
WILL COUNTY.—*Continued.*	WILL COUNTY.—*Continued.*	
railroad track crosses the northern boundary line of the town of Jackson, in entering the same, and extending to the point where the track crosses the southern boundary line of said town, in leaving the same.		
Block 35 in Elwood.....	Block 35 in village of Elwood.....	9.20
Schedule A.—Railroad Track.		
A strip of land extending on each side of said railroad track and embracing the same, together with all stations and improvements thereon, commencing at the point where said railroad track crosses the eastern boundary line of the town of Wilmington, and extending to the point where the track crosses the southern boundary line of said town in leaving the same.		
Stewart's Addition to Wilmington.	*Stewart's addition to Wilmington.*	
100 feet through block 9.....	100 feet through block 9.....	$14.06
100 feet through block 10.....	100 feet through block 10.....	5.62
100 feet through block 16.....	100 feet through block 16.....	12.67

Right of Way assessed by State Board of Equalization. DESCRIPTION.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. DESCRIPTION.	Total tax levied on Lands and Lots included in Right of Way.
WILL COUNTY.—*Continued.*	WILL COUNTY.—*Continued.*	
Lots 3, 4, and 5 in block 32.	Lots 3, 4 and 5 in block 32.....	11.24
A strip of land, 50 feet on north side and 125 feet on south side of center line through block 30	A strip of land 50 feet on north side and 125 feet on south side of center line through block 30.....	64.68
Lot 3, 100 feet through lots 4 and 5, 6 and 7, block 11	Lot 3, 100 feet through lots 4, 5, 6 and 7, block 11.....	19.70
That part which lies within 50 feet of center line of R. R. of lots 2, 3 and 4, in block 8.	That part which lies within 50 feet of center line of R. R., of lots 2, 3 and 4, in block 8.	16.89
Schedule A.—Railroad Track. A strip of land extending on each side of said railroad track, and embracing the same, together with all stations and improvements thereon, commencing at the point where said railroad track crosses the northern boundary line of the town of Reed, and extending to the point where the track crosses the western boundary line of said town in leaving the same.		
Part of S. E. ¼ Sec. 8, T. 32, R. 9.....	Part of S. E. ¼ Sec. 8, T. 32, R. 9.....	4.42

Right of Way assessed by State Board of Equalization. DESCRIPTION.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. DESCRIPTION.	Total tax levied on Lands and Lots included in Right of Way.
WILL COUNTY.—*Continued.*	WILL COUNTY.—*Continued.*	
John H. Daniel's subdivision S. E. ¼ Sec. 8, T. 32, R. 9, block 11.	John H. Daniel's subdivision, S. E. ¼ Sec. 8, T. 32, R. 9, block 11.....	34.93
Property leased of the Joliet & Chicago Railroad Company.		
Schedule A.—Railroad Track.		
A strip of land extending on each side of said railroad track, and embracing the same, together with all stations and improvements thereon, commencing at the point where the track crosses the northern boundary of Lockport Township, in entering the same, and extending to the point where the track crosses the southern boundary line of said Township in leaving the same.		
5 acres in N. E. ¼, Sec. 11, T. 36, R. 10	5 acres in N. E. ¼ sec. 11, T. 36, R. 10..	1.82
Runyan's Addition to Lockport.	*Runyan's Addition to Lockport.*	
All east of a line 15 feet west of center line of railroad across lots 5, 7 and 8, Block 9.....	All east of a line 15 feet west of center line of railroad across lots 5, 7 and 8, block 9.....	.38

Right of Way assessed by State Board of Equalization. Description.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. Description.	Total tax levied on Lands and Lots included in Right of Way.
Will County.—*Continued.*	Will County.—*Continued.*	
Archer's Addition to Lockport.	*Archer's Addition to Lockport.*	
All east of a line 15 feet west of center line across lots 1, 2, 3, and 4 in Block 9.....	All east of a line 15 feet west of center line across lots 1, 2, 3 and 4 in block 9.....	.38
Village of Lockport.	*Village of Lockport.*	
West ½ lot 1, block 104.....	West ½ lot 1, block 104.....	30.83
West ½ lots 2, 3, 4 and 5, Blocks 104 and 114.....	West ½ lots 2, 3, 4 and 5, block 104 and block 114.....	
All east of a line 8 feet west of west rail of Joliet & Chicago Railroad, across lots 4 and 5 in block 115.....	All east of a line 8 feet west of west rail of Joliet & Chicago Railroad, across lots 4 and 5 in block 115.....	.68
South Lockport.	*South Lockport.*	
Right of Way 30 feet wide across all west of a line 15 feet east of center line of Joliet and Chicago Railroad, across lots 2, 3, 6, 7 and 10, block 12.....	Right of way 30 feet wide across all west of a line 15 feet east of center line of Joliet & Chicago R. R., across lots 2, 3, 6, 7 and 10, block 12.....	3.77
Same across lots 2, 3, 6, 7, and 10 block 15.....	Same across lots 2, 3, 6, 7 and 10, block 15.....	3.77
Same across lots 2, 3, 6, 7 and 10, block 25.....	Same across lots 2, 3, 6, 7 and 10, block 25.....	2.84

Right of Way assessed by State Board of Equalization. DESCRIPTION.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. DESCRIPTION.	Total tax levied on Lands and Lots included in Right of Way.
WILL COUNTY.—*Continued.* *Wright's Addition to Lockport.* All that portion of the following described lots that lies west of a line 15 feet east of the center line of the J. & C. R. R.: lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24 and 25.....	WILL COUNTY.—*Continued.* *Wright's Addition to Lockport.* All that portion of the following described lots that lies west of a line 15 feet east of the center line of the J. & C. R. R.; lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24 and 25...	1.88
All that portion of the N. E. $\frac{1}{4}$, Sec. 27, T. 36, R. 10, east of the canal, that lies west of a line 15 feet east of the center line of the J. & C. R. R, that is not included in Wright's Addition to Lockport.	All that portion of the N. E. $\frac{1}{4}$ sec. 27, T. 36, R. 10, east of canal, that lies west of a line 15 feet east of the center line of the J. & C. R. R., that is not included in Wright's Addition to Lockport	1.03
A strip of land extending on each side of said railroad track, and embracing the same, together with all stations and improvements thereon, commencing at the point where said railroad track crosses the northern boundary line of Joliet township, north of the city of Joliet, in entering the same, and extending to the point where the track crosses the north		

Right of Way assessed by State Board of Equalization. Description.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. Description.	Total tax levied on Lands and Lots included in Right of Way.
Will County.—*Continued.*	Will County.—*Continued.*	
bouudary line of section 16, in leaving the same.		
All that part that lies east of a line 25 feet west of center line of J. & C. R. R., through lot 5, in block 14.....	All that part that lies east of a line 25 feet west of center line of J. & C. R. R., through lot 5 in block 14.....	.67

Right of Way assessed by State Board of Equalization. DESCRIPTION.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. DESCRIPTION.	Total tax levied on Lands and Lots included in Right of Way.
McLEAN COUNTY.		
Schedule A.—Railroad Track.		
A strip of land extending on each side of said railroad track and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad track crosses the northern boundary line of Towanda Township, in entering the same, and extending to the point where the track crosses the eastern boundary line of said township in leaving the same.		
Original Town of Towanda.	*Original Town of Towanda.*	
Lot 1, block 8	Lot 1, block 8.....	
Lots 17 and 18 in block 6	Lots 17 and 18, in block 6.....	
Schedule A.—Railroad Track.		
A strip of land extending on each side of said railroad track and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad track crosses the eastern boundary line of Normal Township, in entering the		

Right of Way assessed by State Board of Equalization. DESCRIPTION.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. DESCRIPTION.	Total tax levied on Lands and Lots included in Right of Way.
McLEAN COUNTY.—*Continued.* same, and extending to the point where the track crosses the township line between the townships of Normal and Bloomington, in the city of Bloomington, in leaving the same.	McLEAN COUNTY.—*Continued.*	
Village of Normal.	*Village of Normal.*	
Lot No. 30, in the 12th Addition to the town of Normal, except so much thereof as lies north of a line running at right angles to the Chicago & Alton R R. and crosses the east line of said lot, 373 feet north of the section line, being 638 feet along the line of the Chicago & Alton R. R.	Lot No. 30 in the 12th addition to the town of Normal, except so much thereof as lies north of a line running at right angles to the Chicago & Alton R. R., and crosses the east line of said lot 373 feet north of the section line, being 638 feet along the line of the Chicago & Alton R. R.....	
A tract of land commencing at a point on the north line of Division street where said north line intersects the west line of the right of way of the Chicago & Alton R. R., thence west along the north line of Division street 150 feet; thence northeasterly, parallel with the right of way of the said Company 500 feet; thence east, parallel to north line of	A tract of land commencing at a point on the north line of Division street, where said north line intersects the west line of the right of way of the Chicago & Alton R. R.; thence west along the north line of Division street 150 feet; thence northeasterly parallel with the right of way of the said Company 500 feet; thence east parallel to north line of	

Right of Way assessed by State Board of Equalization. DESCRIPTION.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. DESCRIPTION.	Total tax levied on Lands and Lots included in Right of Way.
McLEAN COUNTY.—*Continued.*	McLEAN COUNTY.—*Continued.*	
Division street 150 feet, to the west line of the said right of way; thence southwesterly along the west line of the said right of way to the place of beginning.....	Division street, 150 feet to the west line of the said right of way; thence southwesterly along the west line of the said right of way, to the place of beginning.....	
Part E. $\frac{1}{2}$ S. E. $\frac{1}{4}$ Sec. 22, bounded as follows: Beginning at S. W. corner of said tract, thence going east on the section line $308\frac{3}{10}$ feet; thence northwesterly at right angles to Chicago & Alton R. R. $485\frac{5}{10}$ feet to the west line of said tract; thence south on said west line 373 feet to place of beginning, containing $1\frac{41}{100}$ acres.....	Part of E $\frac{1}{2}$, S. E. $\frac{1}{4}$, Sec. 22, bounded as follows: Beginning at southwest corner of said tract; thence going east on the section line $308\frac{3}{10}$ feet; thence northwesterly at right angles to Chicago & Alton R. R., $485\frac{5}{10}$ feet to the west line of said tract; thence south on said west line 373 feet to place of beginning, containing $1\frac{41}{100}$ acres.....	
Block 2 in the Chicago & Alton Railroad Co.'s survey of their grounds in the city of Bloomington.....	Block 2 in the Chicago & Alton Railroad Co.'s survey of their grounds in the city of Bloomington.....	
A piece of land beginning on the north line of section 27, at the intersection of said line with the east line of right of way of Chicago & Alton R. R., running from thence southwesterly along said R. R. 562 feet;	A piece of land beginning on the north line of section 27, at the intersection of said line with the east line of right of way of Chicago & Alton R. R., running from thence southwesterly along said R. R. 562 feet;	

Right of Way assessed by State Board of Equalization. DESCRIPTION.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. DESCRIPTION.	Total tax levied on Lands and Lots included in Right of Way.
McLEAN COUNTY.—*Continued.*	McLEAN COUNTY.—*Continued.*	
thence southeasterly at right angles to said R. R. 544½ feet; thence northeasterly parallel to said railroad 1,200 feet; thence northwesterly at right angles to said R. R. 13 feet to section line; thence west on said section line 830$\frac{4}{10}$ feet to the place of beginning containing 11$\frac{11}{100}$ acres.....	thence southeasterly at right angles to said R. R. 544½ feet; thence northeasterly parallel to said railroad 1,200 feet; thence northwesterly at right angles to said R. R. 13 feet to section line; thence west on said section line 830 $\frac{4}{10}$ feet to the place of beginning, containing 11 $\frac{11}{100}$ acres.....	
The right of way for railroad track, as follows: Commencing at the northeast corner of lot 1, subdivision of block 16 in the Hawkeye Addition to the city of Bloomington; thence west along the south side of Division street 20 feet; thence in a southerly direction until it strikes the west line of the present right of way of the C. & A. R. R. at a point 100 feet from the place of beginning; thence northeasterly along the west line of the right of way of the Chicago & Alton R. R. to the place of beginning.....	The right of way for railroad track as follows: Commencing at the northeast corner of lot 1, subdivision of block 16, in the Hawkeye addition to the city of Bloomington; thence west along the south side Division street 20 feet; thence in a southerly direction until it strikes the west line of the present right of way of the Chicago & Alton R. R. at a point 100 feet from the place of beginning; thence northeasterly along the west line of the right of way of the Chicago & Alton R. R. to the place of beginning.....	
Major's Grove Addition, N. ½ lot 13.....	*Major's Grove Addition*, N. ½, lot 13.....	

Right of Way assessed by State Board of Equalization. DESCRIPTION.	Lands and Lots included in Right of Way assessed by Town or County Assessor. DESCRIPTION.	Total tax levied on Lands and Lots included in Right of Way.
McLEAN COUNTY.—*Continued.* *Schedule A.—Railroad Track.* A strip of land extending on each side of said railroad track and embracing the same, together with all stations and improvements thereon, commencing at the point where the track crosses the township line, between the townships of Normal and Bloomington, in the city of Bloomington, and extending to the point where the track crosses the eastern boundary line of Bloomington township in leaving the same	McLEAN COUNTY.—*Continued.*	
Block 1 in the Chicago & Alton Railroad Co.'s survey of their grounds in the city of Bloomington.....	Block 1 in the Chicago & Alton Railroad Co.'s survey of their grounds in the city of Bloomington.	

Right of Way assessed by State Board of Equalization. DESCRIPTION.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. DESCRIPTION.	Total tax levied on Lands and Lots included in Right of Way.
McLEAN COUNTY.—*Continued.* *Schedule A.—Railroad Track.* A strip of land extending on each side of said railroad track and embracing the same, together with all stations and improvements thereon, commencing at the point where said railroad track crosses the eastern boundary line of Dale township, in entering the same, and extending to the point where the track crosses the southern boundary line of said township in leaving the same.	McLEAN COUNTY.—*Continued.*	
Village of Shirley. Lots 1, 2 and 3 in block 3.	*Village of Shirley.* Lots 1, 2 and 3 in block 3.	
The total amount of taxes assessed on lands and lots included in right of way in McLean County is.....		$ 7698.67

Right of Way assessed by State Board of Equalization. Description.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. Description.	Total tax levied on Lands and Lots included in Right of Way.
SANGAMON COUNTY.		
Chicago & Alton Railroad Company.		
Fancy Creek Township.		
A strip of land extending on each side of said railroad track, and embracing the same, together with all stations and improvements thereon, commencing at the point where said railroad track crosses the eastern boundary line of Fancy Creek township, in entering the same, and extending to the point where the track crosses the southern boundary line of said township, in leaving the same, described as follows:		
Village of Sherman.	*Village of Sherman.*	
Lots 3, 4 and 5, block 6.	Lots 3, 4 and 5, block 6.....	$ 3.96
City of Springfield.		
A strip of land extending on each side of said railroad track and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad track crosses the north line of the		

Right of Way assessed by State Board of Equalization. Description.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. Description.	Total tax levied on Lands and Lots included in Right of Way.
SANGAMON COUNTY.—*Continued.*	SANGAMON COUNTY.—*Continued.*	
N. W. ¼ of Section 27, in entering the city of Springfield, and extending to the point where the track crosses the north line of South Grand avenue in leaving the city of Springfield, described as follows:		
A strip of land extending from north line of Union street to the city limits, north, being from 40 to 100 feet in width, with railroad track in the center.....	A strip of land extending from north line of Union street to the city limits, north, being from 40 to 100 feet in width, with railroad track in the center.....	19.33
		$23.29
City of Springfield.		
Darling and Taylor's Addition. Lots 5 and 6, block 6.....	Darling and Taylor's Addition. Lots 5 and 6, block 6.....	$49.97
Darling and Taylor's Addition. Lots 1 and 2, block 5.....	Darling and Taylor's Addition. Lots 1 and 2, block 5.....	25.00
Assessors' Subdivision of Secs. 27 and 28, Town 16, N. 5, West, lot 42	Assessors' Subdivision of Secs. 27 and 28, T. 16, N. 5 West lot 42.....	1.98
Same, lot 47	Same, lot 47.....	34.79
Enos West's Addition, No. 1. Lots 32, 33,	Enos West's Addition No. 1, lots 32, 33,	

Right of Way assessed by State Board of Equalization. Description.	Lands and Lots included in Right of Way assessed by Town or County Assessor. Description.	Total tax levied on Lands and Lots included in Right of Way.
SANGAMON COUNTY.—*Continued.*	SANGAMON COUNTY.—*Continued.*	
34, 35, 36 ahd 37	34, 35, 36 and 37	49.97
Same, lots 29, 30 and 31, Freight House	Same, lots 29, 30 and 31, Freight House	41.65
Same, lots 25, 26, 27, 28	Same, lots 25, 26, 27 and 28	49.97
Same, lots 22, 23 and 24, Engine House	Same, lots 22, 23 and 24, Engine House	43.74
West 70 feet, lot 2, block 9, lots 3 and 4, block 9	West 68 feet, lot 2, block 9 West 70 feet, lots 3 and 4, block 9	124.90 354.27
West 70 feet, lot 5, block 9	West 70 feet, lot 5, block 9	146.13
A strip of land 25 feet in width, with railroad track in center, extending from Jackson street to the north line of Allen's Addition.	A strip of land 25 feet in width, with railroad track in center, extending from Jackson street to the north line of Allen's Addition.	19.33
Village of Chatham.	*Village of Chatham.*	
Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, and 15, block 1	Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, and 15, block 1	7.88
Lots 4, 5, 6, 7, 8, 9, 10, 11 and 12, blk 9	Lots 4, 5, 6, 7, 8 9, block 9	3.04
Lots 15 and 16, block 8	Lots 15, 16, block 8	.74
Lots 1, 2, 3, 4, 11, 12, 13, 14 and 15, block 11	Lots 1, 2, 3, 4, 11, 12, 13 and 14, block 11	4.85
Lots 5, 6, 7, 8, 9 and 10, block 18	Lots 5, 6, 7, 8, 9, 10, block 18	6.15
		987.65

Right of Way assessed by State Board of Equalization. DESCRIPTION.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. DESCRIPTION.	Total tax levied on Lands and Lots included in Right of Way.
MORGAN COUNTY. *Schedule A.—Railroad Track.* A strip of land extending on each side of the railroad track and embracing the same, together with all stations and improvements thereon, commencing at the point where the track crosses the northeastern boundary line of Morgan county, in entering the same, and extending to the point where the track crosses the western boundary line of Morgan township, in leaving the same.....		
Lot 31, town of Murrayville.....	Lot 31, town of Murrayville.....	
Lot 3, Mather & Newman's Addition to Jacksonville.....	Lot 3, Mather & Newman's Addition to Jacksonville.....	
Part of lot No. 43 in Bibbs' 2d Addition to Jacksonville, described as follows: Beginning at the southeast corner of said lot No. 43, thence running north 115 feet; thence in a southwestwardly direction 97½ feet to the west line of said lot; thence south 47 feet to the southwest corner of said lot, and thence	Part of lot No. 43, in Bibbs' 2d Addition to Jacksonville, described as follows: beginning at the southeast corner of said lot 43; thence running north 115 feet; thence in a southwestwardly direction 97½ feet to the west line of said lot; thence south 47 to the southwest corner of said lot, and thence in an	

Right of Way assessed by State Board of Equalization. Description.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. Description.	Total tax levied on Lands and Lots included in Right of Way.
MORGAN COUNTY.—*Continued.*	MORGAN COUNTY.—*Continned.*	
in an easterly direction parallel with the T. W. & W. R. R., and distant 50 feet from center line of said last mentioned R. R. 81 feet to place of beginning.....	easterly direction parallel with the T. W. & W. R. R., and distant 50 feet from center line of said last mentioned R. R. 81 feet to place of beginning.....	$47 61
A fractional piece or part of lots 19 and 20 in Richard Bibbs' 2d Addition, described as follows: All that certain piece or parcel of said lots commencing at a stake on the east line thereof, distant 137 feet north from the southeast corner of lot 19 aforesaid, thence running north with the east line of said lots to the northeast corner of said lot No. 20.....	A fractional piece or part of lots 19 and 20, in Richard Bibbs' 2d Addition, described as follows: All that certain piece or parcel of said lots commencing at a stake on the east line thereof, distant 137 feet north from the southeast corner of lot 19 aforesaid; thence running north with the east line of said lots to the northeast corner of said lot No. 20.	
Part lot No. 16, Section 16, T. 15, R. 10	Part lot No. 16, Sec. 16, Town 15, R. 10	81 33

Right of Way assessed by State Board of Equalization. DESCRIPTION.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. DESCRIPTION.	Total tax levied on Lands and Lots included in Right of Way.
TAZEWELL COUNTY. Chicago & Alton Railroad Company. *Schedule A.—Railroad Track.* A strip of land extending on each side of said railroad track, and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad track crosses the northern boundary line of Washington township, in entering the same, and extending to the point where the track terminates in the village of Washington.		
Lot 10, Sample's Addition to Washington.	Lot 10, Sample's Addition to Washington.	$26 75

Right of Way assessed by State Board of Equalization. Description.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. Description.	Total tax levied on Lands and Lots included in Right of Way.
WOODFORD COUNTY.		
Schedule A.—Railroad Track.		
A strip of land extending on each side of said railroad track, and embracing the same, together with all stations and improvements thereon, commencing at the point where the track crosses the northern boundary line of Metamora Township, in entering the same, and extending to the point where the track crosses the southern boundary line of said township, in leaving the same.....		
Town of Metamora.	*Town of Metamora.*	
All of lots 7, 8, 9, 10, 11 and 12, in block 3 that lies within 35 feet of center line of railroad.....	All of lots 7, 8, 9, 10, 11 and 12, in block 3, that lies within 35 feet of center line of railroad.....	50 00
All of the west 75 feet of lots 7, 8, 9, 10, 11 and 12 of block 25.....	All of the west 75 feet of lots 7, 8, 9, 10, 11 and 12, of block 25.....	50 00
All of the west 75 feet of lots 7, 8, 9, 10, 11 and 12 of block 41.	All of the west 75 feet of lots 7, 8, 9, 10, 11 and 12, of block 41.....	50 00
All of the east 67½ feet of lots 3, 4, 5 and 6, in block 40.....	All of the east 67 ½ feet of lots 3, 4, 5 and 6, of block 40.....	25 00

Right of Way assessed by State Board of Equalization. Description.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. Description.	Total tax levied on Lands and Lots included in Right of Way.
WOODFORD COUNTY.—*Continued.*	WOODFORD COUNTY.—*Continued.*	
All of lots 1, 2, 3, 4, 5 and 6, in block 47, that lies east of a line parallel to and distant 35 feet west of center line of railroad.....	All of lots 1, 2, 3, 4, 5 and 6, in block 47, that lies east of a line parallel to and distant 35 feet west of center line of railroad.....	25 00
All of lots 1, 2 and 3, in block 62, and all of lots 4, 5, 6, 7, 8 and 9, in block 62, that lies within 35 feet of the center line of R. R.	All of lots 1, 2 and 3, in block 62, and all of lots 4, 5, 6, 7, 8 and 9, in block 62, that lies within 35 feet of center line of R. R.....	50 00
All of lots 7, 8, 9, 10, 11 and 12, in block 69, that lies within 35 feet of center line of R. R.....	All of lots 7, 8, 9, 10, 11 and 12, in block 69, that lies within 35 feet of center line of R. R.....	50 00
All of lots 5 and 6, in block 70, that lies within 35 feet of center line of R. R.....	All of lots 5 and 6, in block 70, that lies within 35 feet of center line of R. R.....	25 00

Right of Way assessed by State Board of Equalization. DESCRIPTION.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. DESCRIPTION.	Total tax levied on Lands and Lots included in Right of Way.
ST. CLAIR COUNTY.		
Property leased of the Alton & St. Louis Railroad Company.		
Schedule A.—Railroad Track.		
A strip of land extending on each side of said railroad track and embracing the same, together with all stations and improvements thereon, commencing at the point where said railroad track crosses the northern boundary line of Illinoistown, in entering said county, and extending to the point where the track terminates, on the east bank of the Mississippi river.		
A tract of land having a frontage towards Mississippi river of 400 ft., by a depth eastwardly, of 15,000 feet, beginning at a point 260 feet from low water mark of the Mississippi river, on the southern line of land leased by Wiggins Ferry Company to the Ohio & Mississippi Railroad Co., running southwardly 400 feet at a distance of 200 feet	A tract of land having a frontage towards Mississippi river of 400 feet by a depth eastwardly of 15,000 feet, beginning at a point 260 feet from low water mark of the Mississippi river on the southern line of land leased by Wiggins Ferry Company to the Ohio & Mississippi Railroad Co., running southwardly 400 feet at a distance of 200 feet	

Right of Way assessed by State Board of Equalization. DESCRIPTION.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. DESCRIPTION.	Total tax levied on Lands and Lots included in Right of Way.
ST. CLAIR COUNTY.—*Continued.*	ST. CLAIR COUNTY.—*Continued.*	
from low water mark; thence eastwardly 1,500 feet on a line parallel with south line of Ohio & Mississippi Railroad Company's depot grounds; thence northwardly 400 feet to to a point co-incident with the south line of Ohio & Mississippi Railroad Company's depot grounds, and 1,500 feet from the initial point; thence with that line to the place of beginning.	from low water mark; thence eastwardly 1,500 feet on a line parallel with south line of Ohio & Mississippi Railroad Company's depot grounds; thence northwardly 400 feet to a point co-incident with the south line of Ohio & Mississippi Railroad Company's depot grounds, and 1,500 feet from the initial point; thence with that line to the place of beginning.....	629 07

Right of Way assessed by State Board of Equalization. DESCRIPTION.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. DESCRIPTION.	Total tax levied on Lands and Lots included in Right of Way.
MADISON COUNTY. Property leased of the Alton & St. Louis Railroad. *Schedule A.—Railroad Track.* A strip of land extending on each side of said railroad track, and embracing the same, together with all stations and improvements thereon, commencing at the Union depot in the city of Alton, and extending to the point where the track crosses the west boundary line of said city in leaving the same.		
So much of lots 5, 6, 7 and 8, in block 5, and of lots 1, 2, 3, 4, 5, 6, 7 and 8, in block 6, and of lots 1 to 11 in block 7, and lots 9 to 16 in block 8, and lots 4 to 8 in block 28, and lots 1 to 28 in block 27, all in Russell's Addition to Alton, as lies south of a line drawn 30 feet north of center line of Alton & St. Louis R. R., as now located, from the west line of said lot 5 in block 5, eastwardly to a point at which the center line of the St.	So much of lots 5, 6 7, and 8 in block 5, and of lots 1, 2, 3, 4, 5, 6, 7 and 8 in block 6, and of lots 1 to 11 in block 7, and of lots 9 to 16 in block 8, and lots 4 to 8 in block 28, and lots 1 to 28 in block 27, all in Russell's Addition to Alton, as is south of a line drawn 30 feet north of center line of Alton & St. Louis R. R., as now located from the west line of said lot 5 in block 5, eastwardly to a point at which the center line of the St.	

Right of Way assessed by State Board of Equalization. Description.	Lands and Lots included in Right of Way assessed by Town or County Assessor. Description.	Total tax levied on Lands and Lots included in Right of Way.
MADISON COUNTY.—*Continued.*	MADISON COUNTY.—*Continued.*	
Louis, Alton & Terre Haute R. R. and of the Alton & St. Louis R. R., as now located, approaches a distance of 60 feet from each other; thence eastwardly to the east line of said lot 9 block 27, on a line equi-distant between the center line of said railroads, the said line, however, to be at no point less than 11¼ feet south of the center line of the St. L. A. & T. H. R. R., it being the intention of the parties that the center line of the A. & St. L. R. R., shall at no point be less than 22½ feet distant from that of the St. L. A. & T. H. R. R., and that lands between said center lines across all such portions as may be not more than 30 feet apart through said tract, shall be equally divided between the parties hereto, and that the A. & St. L. R. R. Co. shall have all that portion of said lots north of said division line, above described.	L. A. & T. H. R. R., and of the Alton & St. Louis R. R., as now located, approaches, a distance of 60 feet from each other; thence eastwardly to the east line of said lot 9, block 27, on a line equi-distant between the center line of said railroads, the said line, however, to be at no point less than 11¼ feet south of the center line of said St. L. A. & T. H. R. R., it being the intention of the parties that the center line of the A. & St. L. R. R. shall at no point be less than 22½ feet distant from the St. L. A. & T. H. R. R.; and that lands between said center lines across all such portions as may be not more than 30 feet apart, through said tract shall be equally divided between the parties hereto; and that the A. & St. L. R. R shall have all that portion of said lot north of said division line above described.	
The right of way across that tract of land	The right of way across that tract of land	

Right of Way assessed by State Board of Equalization. Description.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. Description.	Total tax levied on Lands and Lots included in Right of Way.
MADISON COUNTY.—*Continued.* lving east of bloc'. 27 and west of Shields' Branch, and running to center of said branch, in Hunter's Addition to Alton; right of way 50 feet in width across the east pai. of Sec. 13, 5, 10 and said tract, bounded on the north by the St. L. A. & T. H. R. R. Co., and on the east by Arba Nelson's tract, the on west by lands of Charles W. Hunter. A strip of land 20 feet wide by 150 feet long, south of T. H. R. R., and along the tract conveyed by S. W. Robbins to Arba Nelson, in Sec. 35, 5, 10. A tract of land 50 feet in width, commeneing at the east line of the one acre tract, conveyed as above, to Arba Nelson in Sec. 13, 5, 10, and extending eastwardly on the south line of said railroad, to east line of said section 13.	MADISON COUNTY.—*Continued.* lying east of block 27, and west of Shields' Branch, and running to center of said branch in Hunter's addi.'on to said city of Alton. Right of way, 50 feet in width, across the east part of Sec. 13, 5, 10, said tract bounded on the north by the St. L. A. & T. H. R. R. Co., and on the east by Arba Nelson's tract, and on the west by lands of Charles W. Hunter. A strip of land, 20 feet wide by 150 feet long, south of T. H. R. R., and along the tract conveyed by S. W. Robbins to Arba Nelson, in Sec. 35, 5, 10; a tract of land, 50 feet in width, commencing at the east line of the one acre tract, conveyed as above to Arba Nelson, in Sec. 13, 5, 10, and extending eastwardly on the south line of said railroad to the east line of said section 13.	

Right of Way assessed by State Board of Equalization. DESCRIPTION.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. DESCRIPTION.	Total tax levied on Lands and Lots included in Right of Way.
Chicago & Alton Railroad Company. *Schedule A.—Railroad Track.* Monticello Township. A strip of land extending on each side of said railroad track and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad track crosses the northern boundary line of Monticello Township, in entering the same, and extending to the point where the track crosses the southern boundary, in leaving the same.		
Village of Monticello.——Blocks 25, 26, 28, 29, 30, 31, 32 and 34..... Blocks 12 and 13, part of the S. W. ¼, Sec. 23, T. 6, N. R. 10, W.....	*Village of Monticello.*—Blks 25, 26, 28, 29, 30, 31, 32 and 34..... Blks 12 and 13, part of S. W. ¼ sec. 23 T. 6, N. R. 10 W.....	6.90

Right of Way assessed by State Board of Equalization. DESCRIPTION.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. DESCRIPTION.	Total tax levied on Lands and Lots included in Right of Way.
Schedule A.—Railroad Track. *City of Alton.* A strip of land extending on each side of said railroad track, and embracing the same, together with all stations and improvements thereon, commencing at the point where the railroad track crosses the north boundary line of Section 12, T. 5, R. 10, at the N. W. corner of the N. W. ¼ of said section, in entering the City of Alton, and extending to the point where the track terminates in the city of Alton, at the south line of block 301 in said city.	*City of Alton.*	
Smith's Addition. 1½ acres of land, embracing the railroad track, through blocks 30, 31 and 32, in said addition. $1\frac{70}{160}$ acres of land in the S. W. corner of the N. W. ¼ of Sec. 12, Town 5, N. R. 10, west, extending each side of and embracing the railroad track through part	*Smith's Addition.* 1½ acres of land, embracing the railroad track through block 30, 31 and 32, in said addition $1\frac{70}{160}$ acres of land in the S. W. corner of the N. W. ¼ of sec. 12, T. 5 N. R. 10 W., extending each side of and embracing the railroad track through part of the Wheel-	

Right of Way assessed by State Board of Equalization. DESCRIPTION.	Lands and Lots included in Right of Way, assessed by Town or County Assessor. DESCRIPTION.	Total tax levied on Lands and Lots included in Right of Way.
of the Wheelock tract, and all that portion of block 31, lying in the N. W. ¼ of block 31, and west of the railroad track. *O. M. Adams' Addition.* $11\frac{70}{100}$ acres of land, including the railroad track, through said tract; all of block 60. Lots 1 to 20, both inclusive, in block 59 " 1 to 20, " " " " 58 " 1 and 2, " " " " 57 " 11, 12, 13, 14, 15 and 18, " 64 " 12, 13, 14, 15 and 16, " 63 East end of lots 5, 6, 7, 8, 9, 10 & 11, " 61 *Howard's Addition.* A lot of land beginning at a point on the south line of block one, in Charles Howard's addition to Alton, 109 feet eastward from Belle street; thence eastwardly along said south line of block one, continued to the west line of Piasa street; thence northerly along the west line of Piasa street to the south line of Seventh street to a point 150 feet east of the east line of Belle street; thence southerly parallel to Belle street 100 feet; thence westerly parallel to Seventh street 50 feet; thence southerly parallel to Belle street to the place of beginning, being part of block one of Howard's addition to Alton, and all the land lying between the easterly line of said block one and the west line of Piasa street.	ock tract, and all that portion of block 31 lying in the N. W. ¼ of block 31, and west of the railroad track. *O. M. Adams' Addition.* $11\frac{70}{100}$ acres of land; including the railroad track through said tract, all of block 60. Lots 1 to 20 both inclusive, in block 59 " 1 to 20, " " " " 58 " 1 and 2, " " " " 57 " 11, 12, 13, 14, 15 and 18 " " 64 " 12, 13, 14, 15 and 16 " " 63 East End of lots 5, 6, 7, 8, 9, 10 and 11 " 61 *Howard's Addition* A lot of land beginning at a point on the south line of block one in Charles Howard's addition to Alton, 100 feet eastwardly from Belle street; thence eastwardly along said south line of block one, continued to the west line of Piasa street; thence northerly along the west line of Piasa street, to the south line of Seventh street to a point 150 feet east of the east line of Belle street; thence southerly parallel to Belle street 100 feet; thence westerly parallel to Seventh street 50 feet; thence southerly parallel to Belle street to the place of beginning, being part of block one of Howard's addition to Alton, and all the land lying between the easterly line of said block one and the west line of Piasa street. Total tax on lands and lots included in right of way, as above described, in Madison County.....	304 85

PROCEEDINGS

OF THE

STATE BOARD OF EQUALIZATION,

BEGUN AND HELD IN THE

CITY OF SPRINGFIELD, ILLINOIS,

AUGUST 11, 1874.

SPRINGFIELD:
STATE JOURNAL STEAM PRINT.
1874.

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PROCEEDINGS

OF THE

STATE BOARD OF EQUALIZATION.

SPRINGFIELD, ILL., *August* 11, 1874.

In pursuance of "An act for the assessment of property, and for the levy and collection of taxes," approved March 30, 1872, the State Board of Equalization met in the Senate Chamber, in the city of Springfield, at 10 o'clock, A. M., on the second Tuesday (the 11th day) of August, 1874.

Mr. Lippincott, Chairman, called the Board to order, and directed the names of the members to be called. The following is a list of those present:

1st	District	WILLIAM M. WHITNEY	Hinsdale, DuPage county.
2d	"	R. P. DERICKSON	Chicago, Cook county.
3d	"	HOMER WILLMARTH	Barrington, Cook county.
4th	"	O. C. DIGGINS	Harvard, McHenry county.
5th	"	ED. B. WARNER	Morrison, Whiteside county.
6th	"	W. L. WILEY	Galva, Henry county.
7th	"	S. H. DEWEY	Morris, Grundy county.
8th	"	IRA C. MOSIER	Wilmington, Will county.
9th	"	R. W. MILES	Knoxville, Knox county.
10th	"	DANIEL D. PARRY	Monmouth, Warren county.
11th	"	L. T. WHITESIDE	White Hall, Greene county.
12th	"	JOHN W. SAVAGE	Bluff Springs, Cass county.
13th	"	STEPHEN D. FISHER	Atlanta, Logan county.
14th	"	J. G. ENGLISH	Danville, Vermilion county.
15th	"	SAMUEL MCNUTT	Paris, Edgar county.
16th	"	D. L. MCCAWLEY	Clay City, Clay county.
17th	"	GEORGE HUNTER	Carlinville, Macoupin county.
18th	"	D. R. MCMASTER	Sparta, Randolph county.
19th	"	A. K. MCCABE	Shawneetown, Gallatin county.
Auditor P. A.		C. E. LIPPINCOTT	Springfield, Sangamon county.

The Chairman submitted to the Board statements prepared in pursuance of law, showing in tabular form, the returns of assessments for 1874, from the several counties, so far as returned to the Auditor's office, together with the original abstracts from which said statements were

compiled; also returns received by the Auditor from railroad companies and other corporations.

The Chairman stated that returns had not been received from the counties of Alexander, Cook, Jersey, Madison, Monroe and Pulaski.

On motion of Mr. Derickson,

The Board proceeded to the election of a Secretary to fill the vacancy caused by the death of William Stadden.

Mr. Whitney offered the following resolution:

Resolved, That Henry W. Ives be elected Secretary of this Board, to fill the vacancy caused by the death of Hon. William Stadden.

On motion of Mr. McMaster,

The resolution was adopted, and Mr. Ives declared elected Secretary of the Board by acclamation.

Mr. McMaster offered the following resolution, which was adopted:

Resolved, That the Secretary of the Board be authorized to select such clerical assistance as may be necessary, subject to the approval of the Chairman of the Board.

Mr. Miles offered the following:

Resolved, That a committee of three be appointed by the Chair, to present to the Board some resolutions expressive of the feeling of the Board on the death of our former Secretary, William Stadden.

The resolution was adopted, and a committee consisting of Messrs. Miles, McMaster and Warner, was appointed to prepare resolutions as therein required.

On motion of Mr. Mosier,

The Board adjourned until 2 o'clock, P. M.

—

2 O'CLOCK, P. M.

The Board met, pursuant to adjournment. Mr. Lippincott in the chair.

The oath of office required by law was administered to H. W. Ives, Secretary, by Lotus Niles, N. P.

Mr. Warner moved that the Committee on Corporations examine the returns made by companies and corporations to the Auditor, and when such returns prove deficient, they be thrown out, and the Secretary of the Board required to ask such companies for new and more complete returns.

Adopted.

Mr. English offered the following, which was adopted:

Resolved, That Hon. J. K. Edsall, Attorney General of the State, is hereby requested to furnish to this Board his opinion as to its power under the revenue law of 1872, to compel the attendance of persons and the production of papers as evidence before this Board.

The Chairman announced that statements of assessments had been to-day received by the Auditor from the counties of Alexander and Jersey.

Mr. English moved that when the Board adjourn, it adjourn to meet on Tuesday, the 25th inst.

Adopted.

Mr. McMaster offered the following, which was adopted:

Resolved, That the Doorkeeper procure keys for the desks in use by the members of the Board, and that he procure from the Secretary of State, to be used for the comfort and convenience of the Board, one wash-bowl and pitcher, ice during the sessions, half dozen towels, two dusters, one broom and one comb and brush.

Mr. Miles offered the following, which was adopted:

Resolved, That the opinion of the Attorney General be requested by the Board, as to its duties in regard to those companies and corporations that failed or refused to make returns for the year 1873, and in consequence were not assessed.

On motion of Mr. McMaster,

The Board adjourned until Tuesday, the 25th inst., at 10 o'clock, A. M.

AUGUST 25, 1874.

The Board met, pursuant to adjournment. Mr. Lippincott in the chair.

The minutes of Tuesday's proceedings (August 11th) were read and approved.

The following opinion of the Attorney General was read, and,

On motion of Mr. Derickson,

Ordered filed.

STATE OF ILLINOIS, ATTORNEY GENERAL'S OFFICE.

SPRINGFIELD, *August* 22, 1874.

SIR: Pursuant to the request contained in the resolutions adopted by the State Board of Equalization on the 11th inst., I herewith present my opinion on the following questions:

1. "Has the State Board of Equalization power, under the revenue law of 1872, to compel the attendance of persons, and the production of papers as evidence before said Board?"

This question must be answered in the negative. The 109th section of the revenue act contains this clause: "And said Board is hereby given the power and authority by committee or otherwise to examine persons and papers;" but makes no provision for any compulsory process to enforce their attendance. The various courts of the State may issue process to compel the attendance of witnesses and the production of papers to be used in evidence before such courts. Contumacious witnesses may be compelled to obey such process through the power of the court to summarily punish by fine and imprisonment those who contemn its authority. Each branch of the General Assembly possesses the power to cause the arrest and imprisonment of such witnesses as refuse to appear and give testimony, or produce papers before the same or its committees.

These are extraordinary powers, which upon long established principles inhere in the courts and legislative bodies; but cannot be conferred upon or exercised by a body like yours.

It is competent, however, for the General Assembly to impose penalties upon those who willfully withhold information from your Board, or other officers connected with the assessment of property. The laws imposing such penalties can be enforced in the proper courts. The present revenue law contains provisions of this character. The 56th section provides that: "If any person or corporation shall give a false or fraudulent list, schedule or statement, required by this act, or shall fail or refuse to deliver to the Assessor, when called on for that purpose, a list of the taxable personal property which he is required to list under this act, he or it shall be liable for a penalty not less than ten dollars nor more than two thousand, to be recovered in any proper form of action in the name of the People of the State of Illinois, on complaint of any person. Such fine, when collected, to be paid into the county treasury."

It is the duty of each of the corporations named in section 32 of the revenue law to make out and deliver to the assessor a sworn statement of the amount of its capital stock, setting forth the particu-

lar items specified in that section. If, when called on for that purpose, they fail to do this, they are amenable under section 56 to the penalty therein provided.

So also as to persons or corporations owning or operating railroads. If they fail to return to the county clerk and Auditor the lists and schedules as provided in sections 40 to 48, inclusive, they incur a penalty of "not less than one thousand nor more than ten thousand dollars for each offense, to be recovered in any proper form of action, in the name of the "People of the State of Illinois," as prescribed in the 49th section.

Nor does the delinquent corporation thereby escape taxation. It is made the duty of the local assessor to assess such portions of the property of railroads as the law contemplates shall be assessed by him, from the best information he can obtain, and the Auditor, with the assistance of the county clerks and assessors, when he shall need such assistance, required to is "ascertain the necessary facts, and lay the same before the State Board of Equalization," to enable this Board to perform its duty under the statute. [Revenue Law of 1872, § 49.

As to the corporations named in section 32, it is the duty of the assessor in all cases of their failure or refusal to make such returns or statements, to make the same from the best information he can obtain. In the discharge of your duties you are not confined to the strict modes of proof and sources of information to which resort must be had in the courts for the ascertainment of facts. Where corporations neglect and refuse to furnish the lists and schedules of their taxable property, as required by the law, your Board may ascertain the facts in any mode which it finds most feasible, and the delinquent corporations in such case cannot justly complain if every presumption is taken most strongly against them as to the amount and value of their taxable property. If this results in an over-valuation of their property, they must attribute the same to their own dereliction of duty in not complying with the law, and making such disclosure of the facts as will enable your Board to do more complete justice.

2. As to the power and duty of the State Board of Equalization in regard to those corporations which failed or refused to make returns for the year 1873, and in consequence were not assessed:

The proper solution of this question depends upon the interpretation to be given the 276th section of the revenue law. That section contains the following provisions: "If any real or personal property shall be omitted in the assessment of any year or number of years, or the tax thereon, for which such property was liable from any cause, has not been paid, or if any such property, by reason of defective description or assessment thereof, shall fail to pay taxes for any year or years, in either case the same, when discovered, shall be listed and assessed by the assessor, and placed on the assessment and tax books. The arrearage of tax which might have been assessed, with ten per cent. interest thereon from the time the same ought to have been paid, shall be charged against such property by the county clerk."

The language used has a more immediate and direct application to the duties of the local assessors, but is not, I think, necessarily confined to such omitted property as they are required to assess. The statute, in substance, requires that if any property is omitted in the assessment of any year, it shall be assessed in a subsequent year for such amount of taxes as should have been paid thereon in such year when the same was omitted. It was undoubtedly competent for the General Assembly thus to provide. (McVeigh vs. City of Chicago, 49 Ill., 319.) To exclude from its operation the property of corporations would violate the principle of uniformity. This could not have been the intention of the Legislature. As to the property of certain corporations, your Board are, by the law, constituted the assessors; and if, for the reasons named, the property of any such corporations was omitted from the assessment of 1873, I think it may now be assessed by your Board for that year as well as for the current year.

The assessment for each year should be kept distinct and separate, and entered upon the tax books by the county clerk in separate columns, as required by section 277. Parties who are to be assessed on omitted property should be first notified thereof.

I am, very respectfully,

JAS. K. EDSALL, *Attorney General.*

HON. C. E. LIPPINCOTT, *Ch'm. State Board of Equalization.*

The Chairman announced that statements of the assessment of all counties had been received.

Mr. Warner moved that 2,000 copies of tabular statements of assessments be printed for use of the Board.

Adopted.

On motion of Mr. Derickson,

The Board adjourned until 9 o'clock to-morrow morning.

AUGUST 26, 1874.

The Board met, pursuant to adjournment. Mr. Miles in the chair.

The minutes of yesterday's proceedings were read and approved.

Mr. Derickson offered the following for adoption:

Resolved, That in the opinion of this Board, forty per cent. of its cash value is the average rate of assessment of property, as returned for 1874, and that the Committee on Corporations, and the Committee on Railroads are hereby instructed to be governed by that percentage in making up their reports on the assessment of capital stock and railroad property.

Mr. Warner moved to amend the resolution by substituting sixty-five cents instead of forty cents.

On motion of Mr. Hunter,

Further consideration of the resolution and amendment was postponed until Wednesday, 2d prox.

On motion of Mr. Wiley,

The Board adjourned until 9 o'clock to-morrow morning.

AUGUST 27, 1874.

The Board met, pursuant to adjournment. Mr. Miles in the chair.

The minutes of Wednesday were read and approved.

Mr. English offered the following:

WHEREAS, the following railroad companies:

Carbondale and Shawneetown,
Grand Tower and Carbondale,
Michigan Central,
Joliet and Northern Indiana.
East St. Louis and Carondelet, and
Orion and Minersville,

Having been repeatedly requested, have failed and refused to furnish the schedules required of them in sections 41 and 42, revenue law,

Resolved, That the Attorney-General of this State be requested to commence suit against said railroad companies, and any other railroad companies that may be delinquent in making returns.

On motion of Mr. McMaster,

Consideration of the resolution was deferred until to-morrow.

Mr. Dewey obtained leave of absence until Monday for Mr. Wiley.

On motion of Mr. English,

The Board adjourned until 9 o'clock to-morrow morning.

AUGUST 28, 1874.

The Board met, pursuant to adjournment. Mr. Lippincott in the chair.

The minutes of yesterday were read and approved.

The resolution offered by Mr. English yesterday was taken up for consideration.

On motion of Mr. Hunter,

The resolution was amended to read as follows:

WHEREAS, the following railroad companies:
Carbondale and Shawneetown,
Grand Tower and Carbondale,
Michigan Central,
Joliet and Northern Indiana,
East St. Louis and Carondelet, and
Orion and Minersville,

Having been repeatedly requested, have failed and refused to furnish the schedules required of them in sections 41 and 48, revenue law,

Resolved, That the Auditor of this State be requested to file complaints for prosecutions against said railroad companies, and any other railroad companies that may be delinquent in making returns.

On motion of Mr. McMaster,

The resolution as amended was adopted.

On motion of Mr. McMaster,

The Board adjourned until 9 o'clock, Monday morning.

AUGUST 31, 1874.

The Board met, pursuant to adjournment. Mr. Lippincott in the chair.

By request of Mr. McCabe, leave of absence until Thursday, was granted Mr. Fisher.

The minutes of Friday's proceedings were read and approved.

The following resolution was offered by Mr. Warner, and, by his request, consideration thereof deferred till Monday, 7th prox.:

Resolved, That the first clause of the rules adopted by this Board for the assessment of the capital stock of corporations, be amended by adding thereto the following: "*Provided*, that in the absence of reliable information as to the market, or fair cash value of the shares of the capital stock and debt of any such companies and corporations, the fair cash value of the assessed tangible property may be taken as the value of the shares of such capital stock and debt."

Mr. McCabe submitted the following amendment to the Rules of the Board, which was laid over, under the rule, until to-morrow:

Amend Rule 23 to read as follows:

Rule 23. Upon the completion of the work of either of the first three mentioned committees, their report shall be submitted to the Board and shall be open to alteration or amendment by the Board, or in Committee of the Whole, on three different days, when the board shall be in session, after which it shall be referred to the Committee on General Equalization.

Mr. McMaster presented a communication from the Assessor and Treasurer of Jackson county, which was referred to the Committee on Lands.

On motion of Mr. English,

The Board adjourned until 9 o'clock to-morrow morning.

SEPTEMBER 1, 1874.

The Board met, pursuant to adjournment. Mr. Lippincott in the chair.

The minutes of yesterday were read and approved.

The amendment to Rule 23, offered yesterday by Mr. McCabe, was taken up for consideration and adopted.

On motion of Mr. Willmarth,

The Board adjourned until 9 o'clock to-morrow morning.

SEPTEMBER 2, 1874.

The Board met, pursuant to adjournment. Mr. Lippincott in the chair.

The minutes of yesterday's proceedings were read and approved.

Mr. Warner offered the following for adoption:

WHEREAS in the assessment of railroad property for the year 1873, this Board did assess as part of the capital stock of railroad corporations, the improvements on the right of way lying beneath the iron and ties of such railroads, believing the same would be the better reached in such capital stock assessment; and, whereas, while the Supreme Court of this State did maintain the action of this Board in the assessment of railroad property for the year 1873, yet said railroad corporations are resisting in the United States Courts, with an uncertain termination, the collection of taxes based upon said assessment; therefore,

Resolved, That the Attorney General of this State is hereby requested to render to this Board at an early day an answer to the following question:

Is it the duty of this Board, under the revenue laws of this State, to assess as tangible property, the improvements on the right of way of railroads, lying beneath the iron and ties?

On motion of Mr. McMaster,

The resolution was referred to a special committee, consisting of the Committees on Railroads, and Capital Stock of Corporations.

The following amendment to Rule 24 was submitted by Mr. McCabe, and laid over under the rule until to-morrow:

Amend Rule 24 by adding the following:

"Where said report shall be open to alteration or amendment by the Board; and no vote shall be taken on the adoption of said report on the day of its submission by the Committee, nor on the day of its amendment or alteration."

The resolution offered by Mr. Derickson, on the 26th ult., and made the special order of to-day, was taken up.

Mr. Hunter addressed the Board upon the subject pending, and,

On motion of Mr. Warner,

Action thereon was deferred until to-morrow.

On motion of Mr. McMaster,

The Board adjourned until 9 o'clock to-morrow morning.

SEPTEMBER 3, 1874.

The Board met, pursuant to adjournment. Mr. Lippincott in the chair.

The minutes of yesterday were read and approved.

The Committees on Personal Property, and on Lands, reported progress.

Mr. McCabe called up the amendment to Rule 24, offered yesterday, and made a motion to adopt the same, which was lost.

Mr. Warner called up the resolution offered by Mr. Derickson, fixing the rate of assessment for 1874, at 40 per cent. of a fair cash value of all the property in the State, and also, the amendment to the resolution, to substitute 65, instead of 40 per cent.

On motion of Mr. Miles,

Consideration of the entire subject was indefinitely postponed.

Leave of absence until next Monday was granted Mr. Hunter.

On motion of Mr. McNutt,

The Board adjourned until 9 o'clock to-morrow morning.

SEPTEMBER 4, 1874.

The Board met, pursuant to adjournment. Mr. Lippincott in the chair.

The minutes of yesterday were read and approved.

Mr. Diggins presented a communication from Supervisors of Kane county, which was referred to Committee on Personal Property.

Mr. Miles presented communications from the Elgin National Watch Company, Home National Bank of Elgin, First National Bank of Elgin, Second National Bank of Aurora, and Hoyt Brothers' Manufacturing Company of Aurora, which were referred to Committee on Capital Stock of Corporations.

The Committee on Lands reported progress.

The following amendment to Rules for the assessment of capital stock, was offered by Mr. Whitney, and by request, laid over until Tuesday, 8th inst.:

Amend rule for the assessment of capital stock by inserting after the word "from," in the second clause, the following words, viz: "such a per cent. of;" and after the word "aforesaid," in same clause, the following words, viz: "as shall be determined to be the equalized or assessed value of the tangible property of this State," so that the second clause shall read as follows, viz: "From such a per cent. of the aggregate amount ascertained as aforesaid, as shall be determined to be the equalized or assessed value of the tangible property of this State, there shall be deducted the aggregate amount of the equalized or assessed valuation of all the tangible property, respectively, of such companies and associations; (such equalized or assessed valuation being taken, in each case, as the same may be determined by the equalization or assessment of property by this Board,) and the amount remaining, in each case, if any, shall be taken and held to be the amount and fair cash value of the capital stock, including the franchise, which this Board is required by law to assess, respectively, against companies and associations now or hereafter created under the laws of this State."

Mr. McCawley obtained leave of absence till Monday for Mr. Savage, and upon request of Mr. Miles, leave of absence until Tuesday, was granted Mr. Derickson.

On motion,

The Board adjourned until to-morrow at 9 o'clock, A. M.

SEPTEMBER 5, 1874.

The Board met, pursuant to adjournment. Mr. Lippincott in the chair.

The minutes of yesterday's proceedings were read and approved.

The Chairman presented communications from Elgin City Banking Company, and St. Louis, Vandalia and Terre Haute Railroad Company, which were referred to Committee on Capital Stock.

Mr. McMaster offered the following, which was adopted:

WHEREAS, the rules of the Board have been amended at different times, therefore,

Resolved, That the Secretary of the Board is hereby instructed to have said rules, as amended, printed for the use of the members of the Board.

On motion of Mr. Fisher,

The Board adjourned until Tuesday at 9 o'clock, A. M.

SEPTEMBER 8, 1874.

The Board met, pursuant to adjournment. Mr. Lippincott in the chair.

The minutes of Saturday's proceedings were read and approved.

The Committee on Railroad Property reported progress.

Mr. Warner called up his resolution, amending rules for assessment of capital stock of corporations, which was presented on 31st ult., and made the special order of to-day, and requested that consideration thereof be deferred until to-morrow.

The request was granted.

On motion of Mr. Miles,

Mr. Whitney's amendment to same rule was made the special order for Friday, the 11th inst.

Mr. Miles, chairman of the Special Committee appointed to prepare resolutions upon the death of Mr. Stadden, submitted the following preamble and resolutions, and moved their adoption:

WHEREAS, since our last meeting, it has pleased Him whose throne is in the Heavens, and who doeth His pleasure among the inhabitants of earth, to remove from us, by death, our Secretary, William Stadden; therefore,

Resolved, That in the death of Mr. Stadden this Board has lost an able counselor, the State of Illinois a most efficient public servant, his family a kind husband and indulgent father, society a good citizen, and one and all a true and trusty friend.

Resolved, That we tender to the bereaved family our heartfelt sympathy, assuring them that although the shadows on the great dial slate of life may come and go, and the murmers and the music of the present be mute and gone, in our hearts his memory will be green forever.

Resolved, That these resolutions be spread upon the records of the Board, and be published in the proceedings, and that a copy thereof be sent to the family of the deceased.

After appropriate remarks by Mr. Wiley, Mr. Miles and Mr. Lippincott, the resolutions were adopted by a unanimous rising vote.

On motion of Mr. Warner,

The Board adjourned until to-morrow morning at 9 o'clock.

TO THE

MEMORY

OF

WILLIAM STADDEN,

SECRETARY OF THE BOARD,

WHO DIED

OCTOBER 23, A. D. 1873.

SEPTEMBER 9, 1874.

The Board met, pursuant to adjournment. Mr. Lippincott in the chair.

The minutes of yesterday's proceedings were read and approved.

The Chairman presented a communication from the C., B. and Q. R. R. Co.; which was referred to the Committee on Capital Stock.

Committees on Personal Property and on Railroad Property reported progress.

The amendment to the rules for assessment of capital stock of corporations, offered by Mr. Warner on the 31st ult., being the special order of the day, was taken up, considered, and not adopted.

On motion of Mr. Mosier,

The Board adjourned until to-morrow morning at 9 o'clock.

SEPTEMBER 10, 1874.

The Board met, pursuant to adjournment. Mr. Lippincott in the chair.

The minutes of yesterday's proceedings were read and approved.

The Committee on Lands reported progress.

On motion of Mr. Willmarth,

The Board adjourned until to-morrow morning at 9 o'clock.

SEPTEMBER 11, 1874.

The Board met, pursuant to adjournment. Mr. Miles in the chair.

The minutes of yesterday's proceedings were read and approved.

The Committee on Town and City Lots reported progress.

The amendment to rules for the assessment of capital stock of corporations, offered by Mr. Whitney on the 4th inst., was withdrawn by consent of the Board, and Mr. Whitney presented the following amendment to same rules, which was laid over under the rule, until to-morrow:

Amend rules for assessment of capital stock of corporations by substituting the following for second clause:

Second—From such a per cent. of the aggregate amount ascertained, as aforesaid, as shall be determined by this Board to be the equalized value of the tangible property of this State, there shall be deducted the aggregate amount of the equalized value of all the tangible property,

respectively, of such companies and associations, and the remainder in each case, if any, shall be taken and held to be the equalized value of the capital stock, including the franchise, which this Board is required by law to assess, respectively, against companies and associations now or hereafter created under the laws of this State.

On motion of Mr. Whiteside,

The Board adjourned until 9 o'clock to-morrow morning.

SEPTEMBER 12, 1874.

The Board met, pursuant to adjournment. Mr. Miles in the chair.

The minutes of yesterday's proceedings were read and approved.

The amendment to rules for assessment of capital stock of corporations, offered by Mr. Whitney yesterday, being in order, was read.

Mr. Whitney moved that the amendment be adopted.

The yeas and nays being demanded, resulted—yeas 2, nays 11.

Those voting in the affirmative were: Messrs. Dewey and Whitney.

Those voting in the negative were,

Messrs. Diggins,	Messrs. Fisher,	Messrs. McCabe,
McCawley,	McNutt,	Miles,
Mosier,	Savage,	Warner.
Whiteside,	Willmarth,	

So the amendment to the rules was not adopted.

On motion of Mr. Mosier,

The Board adjourned until Monday morning at 9 o'clock.

SEPTEMBER 14, 1874.

The Board met, pursuant to adjournment. Mr. Miles presiding.

The minutes of Saturday's proceedings were read and approved.

The Committee on Town and City Lots reported progress.

On motion of Mr. McCabe,

The Board adjourned until 2 o'clock, P. M.

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2 O'CLOCK, P. M.

The Board met, pursuant to adjournment. Mr. Miles presiding.

The following preamble and resolution was offered by Mr. Whitney, and laid over until to-morrow:

WHEREAS, this Board is informed that complaints are made by certain corporations in this State, that the property of said corporations was excessively assessed for taxation by this Board for the year 1873; and, whereas, we are informed that said corporations desire to be heard for the purpose of explaining their returns for the year 1874; and, whereas, we deem it our duty to obtain information from any and every source which will enable us to come to just and correct conclusions respecting the value of property which we, as Assessors, are called upon to assess, whether it be what is termed "tangible property," or "capital stock;" therefore,

Resolved, That we cordially invite all corporations whose property it becomes our duty to assess, to come before this Board by their agents, attorneys, or other representatives, and make such explanations of said returns as may be deemed necessary to a correct understanding thereof.

On motion of Mr Willmarth,

The Board adjourned until to-morrow morning at 9 o'clock.

SEPTEMBER 15, 1874.

The Board met, pursuant to adjournment. Mr. Miles in the chair.

The minutes of yesterday's proceedings were read and approved.

The Committee on Equalization of Personal Property reported progress.

On motion of Mr. McNutt,

The Board adjourned until 2:30 o'clock, P. M.

2:30 O'CLOCK, P. M.

The Board met, pursuant to adjournment. Mr. Miles in the chair.

The Committee on Equalization of Lands submitted the following report, which was laid over for three days, under the rule:

To the State Board of Equalization:

Your Committee on the Equalization of Lands present the result of their labors in the accompanying Statements, marked "A" and "B."

Statement "A" shows the classification of counties, and the price per acre for each class; also, the assessed and equalized value per acre. The per cent. obtained thereby, to be added to or deducted from the assessed value of lands in each county, is the result of the classification adopted by your Committee.

Statement "B" shows a complete result of the labors of your Committee.

Said Statements are appended hereto, and made a part of this report.

All of which is respectfully submitted.

IRA C. MOSIER,
SAMUEL McNUTT,
DANIEL D. PARRY,
DANIEL R. McMASTER,
Committee.

"A."—STATEMENT *accompanying and made part of Report of Committee on Equalization of Lands.*

Class.	Counties.	Equalized value per acre.	Assessed value per acre.	Per cent. Add.	Per cent. Ded.
A	Cook	$75 00	$33 99	121	.....
B	St. Clair	33 00	41 47	.....	20
First	DuPage	27 00	21 35	26	.....
	Madison	27 00	28 08	.....	4
	Kane	27 00	32 65	.....	17
Second	LaSalle	25 00	27 74	.....	10
	Adams	25 00	20 92	20	.....
	McLean	25 00	23 60	6	.....
	Will	25 00	20 42	22	.....
	Sangamon	25 00	25 85	.....	3
	Morgan	25 00	18 01	39	.....
	Macon	25 00	26 42	.....	5
Third	Tazewell	24 00	24 76	.....	3
	Logan	24 00	26 66	.....	10
Fourth	Jersey	21 00	17 00	24	.....
	Kendall	21 00	26 65	.....	21
Fifth	Champaign	20 00	70 72	.....	3
	Menard	20 00	26 17	.....	24
	Vermilion	20 00	19 88	1	.....
	Knox	20 00	24 60	.....	19
	Bureau	20 00	7 70	160	.....
	DeKalb	20 00	23 69	.....	16
Sixth	Stark	19 00	28 69	.....	34
	Winnebago	19 00	26 00	.....	27
	McDonough	19 00	25 52	.....	26
	Stephenson	19 00	26 12	.....	27
	Warren	19 00	23 81	.....	20
	Henry	19 00	21 06	.....	10
Seventh	Boone	18 00	29 17	.....	38
	Cass	18 00	16 58	9	.....
	Peoria	18 00	26 64	.....	32
	Ogle	18 00	26 65	.....	32
	Putnam	18 00	20 01	.....	10
	Hancock	18 00	20 78	.....	13
	Livingston	18 00	18 45	.....	2
	Marshall	18 00	21 63	.....	17
	Woodford	18 00	18 04	0	0
	Fulton	18 00	21 34	.....	16
Eighth	Lee	17 00	20 61	.....	18
	Grundy	17 00	16 90	1	.....
	Coles	17 00	15 58	9	.....
	Douglas	17 00	20 14	.....	16
	Mercer	17 00	15 88	7	.....
	DeWitt	17 00	17 41	.....	2
	Christian	17 00	18 46	.....	8
Ninth	Greene	16 00	18 28	.....	12
	Edgar	16 00	14 16	13	.....
	Lake	16 00	14 89	7	.....
	Scott	16 00	14 18	13	.....
	Whiteside	16 00	18 75	.....	15
	Montgomery	16 00	12 17	31	.....
	Piatt	16 00	16 98	.....	6
Tenth	Moultrie	15 00	17 27	.....	13
	McHenry	15 00	17 52	.....	14
	Henderson	15 00	15 66	.....	4
	Rock Island	15 00	15 59	.....	4
	Shelby	15 00	17 16	.....	13
Eleventh	Bond	14 00	10 80	30	.....
	Carroll	14 00	18 83	.....	26
	Macoupin	14 00	5 72	145	.....
	Pike	14 00	18 81	.....	26
	Mason	14 00	14 76	.....	5

STATEMENT—CONTINUED.

Class.	Counties.	Equalized value per acre.	'98 value per acre.	Per cent. Add.	Per cent. Ded.
Twelfth	Schuyler	$13 00	$12 68	3	
	Brown	13 00	14 62		11
	Ford	13 00	15 62		17
	Iroquois	13 00	14 68		11
	Kankakee	13 00	10 92	19	
Thirteenth	Edwards	12 00	12 05	0	0
	Marion	12 00	9 21	30	
	Wabash	12 00	14 83		19
Fourteenth	Clinton	11 00	13 43		18
	Washington	11 00	11 74		6
	Fayette	11 00	9 31	18	
Fifteenth	Jackson	10 00	5 68	76	
	Clark	10 00	8 57	17	
	Effingham	10 00	8 55	17	
Sixteenth	JoDaviess	9 00	13 64		34
	Perry	9 00	5 66	59	
	Richland	9 00	12 10		26
	Randolph	9 00	9 55		6
	Monroe	9 00	7 31	23	
	Union	9 00	5 58	61	
Seventeenth	Clay	8 00	10 46		24
	Crawford	8 00	7 56	4	
	Cumberland	8 00	5 28	52	
	Lawrence	8 00	6 14	30	
Eighteenth	Jasper	7 00	4 76	47	
	Williamson	7 00	4 20	67	
Nineteenth	Wayne	6 50	5 74	13	
	Jefferson	6 50	4 18	56	
	White	6 50	3 67	77	
Twentieth	Pulaski	4 50	5 29		15
	Alexander	4 50	3 92	15	
	Franklin	4 50	4 21	7	
	Hardin	4 50	4 86		8
	Calhoun	4 50	5 03		11
	Johnson	4 50	2 17	107	
	Massac	4 50	4 35	3	
	Pope	4 50	3 79	19	
	Saline	4 50	3 61	25	
	Gallatin	4 50	5 67		21
	Hamilton	4 50	3 13	44	

"B."—*Statement accompanying and made part of the Report of the Committee on Equalization of Lands.*

District.	Counties.	Value of lands per classification		Value of lands per acre as assessed.	Per cent.		Total assessed value of lands.	Amount.		Equaliz'd value of lands.
		Class.	Val. per acre.		Add.	Ded.		Added.	Deducted.	
1	Cook	A	$75 00	$33 99	121	.....	$17,903,584	$21,663,337	.....	$39,566,921
2	DuPage	1	27 00	21 35	26	.....	4,404,336	1,145,127	.....	5,549,463
3	Lake	9	16 00	14 89	7	.....	4,208,335	294,583	.....	4,502,918
4	Boone	7	18 00	29 17	.....	38	5,152,063	.....	$1,957,784	3,194,279
	DeKalb	5	20 00	23 69	.....	16	9,479,531	.....	1,516,725	7,962,806
	Kane	1	27 00	32 65	.....	17	10,593,684	.....	1,800,926	8,792,758
	McHenry	10	15 00	17 52	.....	14	6,728,994	.....	942,059	5,786,935
	Winnebago	6	19 00	26 00	.....	27	8,373,111	.....	2,260,740	6,112,371
5	Carroll	11	14 00	18 83	.....	26	5,376,929	.....	1,398,002	3,978,927
	JoDaviess	16	9 00	13 64	.....	34	5,058,725	.....	1,719,967	3,338,758
	Ogle	7	18 00	26 65	.....	32	12,427,712	.....	3,976,868	8,450,844
	Stephenson	6	19 00	26 12	.....	27	9,266,344	.....	2,501,913	6,764,431
	Whiteside	9	16 00	18 75	.....	15	8,076,204	.....	1,211,431	6,864,773
6	Bureau	5	20 00	7 70	160	.....	4,231,635	6,770,616	.....	11,002,251
	Henry	6	19 00	21 06	.....	10	10,788,127	.....	1,078,813	9,709,314
	Lee	8	17 00	20 61	.....	18	9,273,691	.....	1,669,264	7,604,427
	Putnam	7	18 00	20 01	.....	10	2,120,603	.....	212,060	1,908,543
	Rock Island	10	15 00	15 59	.....	4	4,168,300	.....	166,732	4,001,568
7	Grundy	8	17 00	16 90	1	.....	4,548,320	45,483	.....	4,593,803
	Kendall	4	21 00	26 65	.....	21	5,390,345	.....	1,131,972	4,258,373
	LaSalle	2	25 00	27 74	.....	10	19,639,508	.....	1,963,951	17,675,557
	Will	2	25 00	20 42	22	.....	10,561,070	2,323,435	.....	12,884,505
8	Ford	12	13 00	15 62	.....	17	4,568,682	.....	776,676	3,792,006
	Iroquois	12	13 00	14 68	.....	11	10,270,083	.....	1,129,709	9,140,374
	Kankakee	12	13 00	10 92	19	.....	4,466,244	848,586	.....	5,314,830
	Livingston	7	18 00	18 45	.....	2	12,023,555	.....	240,471	11,783,084
	Marshall	7	18 00	21 63	.....	17	5,338,438	.....	907,534	4,430,904
	Woodford	7	18 00	18 04	.....	.....	6,033,564	.....	.....	6,033,564
9	Fulton	7	18 00	21 34	.....	16	11,774,731	.....	1,883,957	9,890,774
	Knox	5	20 00	24 60	.....	19	11,012,042	.....	2,092,288	8,919,754
	Peoria	7	18 00	26 64	.....	32	10,305,310	.....	3,297,699	7,007,611
	Stark	6	19 00	28 69	.....	34	5,142,160	.....	1,748,334	3,393,826

STATEMENT—CONTINUED.

Districts.	Counties.	Value of lands per classification		Value of lands per acre as assessed.	Per cent.		Total assessed value of lands.	Amount.		Equaliz'd value of lands.
		Class.	Val. per acre.		Add.	Ded.		Added.	Deducted.	
10	Hancock	7	$18 00	$20 78	.....	13	$10,119,177	.....	$1,315,493	$8,803,684
	Henderson	10	15 00	15 66	.....	4	4,275,424	.....	171,017	4,104,407
	McDonough	6	19 00	25 52	.....	26	9,303,589	.....	2,418,933	6,884,656
	Mercer	8	17 00	15 88	7	.....	5,503,674	$385,257	.....	5,888,931
	Schuyler	12	13 00	12 68	3	.....	3,432,827	102,985	.....	3,535,812
	Warren	6	19 00	23 81	.....	20	8,135,634	.....	1,627,127	6,508,507
11	Adams	2	25 00	20 92	20	.....	11,003,647	2,200,729	.....	13,204,376
	Brown	12	13 00	14 62	.....	11	2,752,149	.....	302,736	2,449,413
	Calhoun	20	4 50	5 63	.....	11	821,866	.....	90,405	731,461
	Greene	9	16 00	18 28	.....	12	6,245,909	.....	749,509	5,496,400
	Jersey	4	21 00	17 00	24	.....	3,964,064	951,375	.....	4,915,439
	Pike	11	14 00	18 81	.....	26	9,667,875	.....	2,513,648	7,154,227
12	Cass	7	18 00	16 58	9	.....	3,971,874	357,469	.....	4,329,343
	Christian	8	17 00	18 46	.....	8	8,210,207	.....	656,817	7,553,390
	Menard	5	20 00	26 17	.....	24	5,200,223	.....	1,248,054	3,952,169
	Morgan	2	25 00	18 01	39	.....	6,364,182	2,482,031	.....	8,846,213
	Sangamon	2	25 00	25 85	.....	3	14,135,939	.....	424,078	13,711,861
	Scott	9	16 00	14 18	13	.....	2,236,206	290,707	.....	2,526,913
13	DeWitt	8	17 00	17 41	.....	2	4,334,781	.....	86,696	4,248,085
	Logan	3	24 00	26 66	.....	10	10,466,483	.....	1,046,648	9,419,835
	Mason	11	14 00	14 76	.....	5	5,121,302	.....	256,065	4,865,237
	McLean	2	25 00	23 60	6	.....	17,429,928	1,045,796	.....	18,475,724
	Tazewell	3	24 00	24 76	.....	3	10,121,855	.....	303,656	9,818,199
14	Champaign	5	20 00	20 72	.....	3	12,644,905	.....	379,347	12,265,558
	Coles	8	17 00	15 58	9	.....	4,954,578	445,912	.....	5,400,490
	Douglas	8	17 00	20 14	.....	16	5,160,560	.....	825,690	4,334,870
	Macon	2	25 00	26 42	.....	5	9,632,474	.....	481,624	9,150,850
	Piatt	9	16 00	16 98	.....	6	4,623,166	.....	277,390	4,345,776
	Vermilion	5	20 00	19 88	1	.....	11,167,655	111,677	.....	11,279,332
15	Crawford	17	8 00	7 66	4	.....	2,091,968	83,679	.....	2,175,647
	Clark	15	10 00	8 57	17	.....	2,683,851	456,255	.....	3,140,106
	Cumberland	17	8 00	5 28	52	.....	1,123,719	584,334	.....	1,708,053
	Edgar	9	16 00	14 16	13	.....	5,572,441	724,417	.....	6,296,858
	Effingham	15	10 00	8 55	17	.....	2,340,060	397,810	.....	2,737,870

	Jasper	18	7 00	4 76	47	.....	1,471,846	691,768	.....	2,163,614
	Lawrence	17	8 00	6 14	30	.....	1,405,801	421,740	.....	1,827,541
	Moultrie	10	15 00	17 27	.....	13	3,715,782	.....	483,052	3,232,730
	Shelby	10	15 00	17 16	.....	13	8,068,408	.....	1,048,893	7,019,515
16	Bond	11	14 00	10 80	30	.....	2,578,170	773,451	.....	3,351,621
	Clay	17	8 00	10 46	.....	24	2,894,827	.....	694,758	2,200,069
	Clinton	14	11 00	13 43	.....	18	4,068,084	.....	732,255	3,335,829
	Fayette	14	11 00	9 31	18	.....	3,717,880	669,218	.....	4,387,098
	Marion	13	12 00	9 21	30	.....	2,985,629	895,689	.....	3,881,318
	Montgomery	9	16 00	12 17	31	.....	5,240,904	1,624,680	.....	6,865,584
	Washington	14	11 00	11 74	.....	6	3,899,876	.....	233,993	3,665,883
17	Macoupin	11	14 00	5 72	145	.....	3,139,916	4,552,878	.....	7,692,794
	Madison	1	27 00	28 08	.....	4	12,820,900	.....	512,836	12,308,064
	Monroe	16	9 00	7 31	23	.....	1,731,235	398,184	.....	2,129,419
	St. Clair	B	33 00	41 47	.....	20	17,288,977	.....	3,457,795	13,831,182
18	Alexander	20	4 50	3 92	15	.....	414,446	62,167	.....	476,613
	Jackson	15	10 00	5 68	76	.....	1,767,353	1,343,188	.....	3,110,541
	Johnson	20	4 50	2 17	107	.....	447,793	479,139	.....	926,932
	Massac	20	4 50	4 35	3	.....	625,537	18,766	.....	644,303
	Perry	16	9 00	5 66	59	.....	1,285,537	758,467	.....	2,044,004
	Pope	20	4 50	3 79	19	.....	879,189	167,046	.....	1,046,235
	Pulaski	20	4 50	5 29	.....	15	571,338	.....	85,701	485,637
	Randolph	16	9 00	9 55	.....	6	3,425,041	.....	205,502	3,219,539
	Union	16	9 00	5 58	61	.....	1,201,846	733,126	.....	1,934,972
	Williamson	18	7 00	4 20	67	.....	1,047,422	701,773	.....	1,749,195
19	Edwards	13	12 00	12 05	.....	.....	1,691,478	.....	.....	1,691,478
	Franklin	20	4 50	4 21	7	.....	989,656	69,276	.....	1,058,932
	Gallatin	20	4 50	5 62	.....	21	1,132,588	.....	237,843	894,745
	Hamilton	20	4 50	3 13	44	.....	851,666	374,733	.....	1,226,399
	Hardin	20	4 50	4 86	.....	8	531,024	.....	42,482	488,542
	Jefferson	19	6 50	4 18	56	.....	1,362,480	762,989	.....	2,125,469
	Richland	16	9 00	12 10	.....	26	2,665,479	.....	693,025	1,972,454
	Saline	20	4 50	3 61	25	.....	867,642	216,911	.....	1,084,553
	Wabash	13	12 00	14 83	.....	19	2,012,769	.....	382,426	1,630,343
	Wayne	19	6 50	5 74	13	.....	2,562,046	333,066	.....	2,895,112
	White	19	6 50	3 67	77	.....	1,142,224	879,512	.....	2,021,736
	Grand aggregate						586,022,941	60,639,367	61,571,369	585,090,939

On motion of Mr. Whitney,

His resolution, offered yesterday, inviting the representatives of corporations to appear before the Board for the purpose of making statements relative to the assessment of their property, was taken up and adopted.

Mr. McMaster moved to adjourn until 9 o'clock, Friday morning.

Mr. Dewey moved to amend the motion by substituting Thursday instead of Friday.

Amendment not adopted.

Mr. McCabe moved to amend the motion, by fixing the time of adjournment until to-morrow morning, at 9 o'clock.

The yeas and nays were demanded, and resulted—yeas 3, nays 12.

Those voting in the affirmative were,

Mr. Derickson,	Mr. English,	Mr. McCabe.

Those voting in the negative were,

Messrs. Dewey,	Messrs. McNutt,	Messrs. Warner,
Diggins,	Miles,	Whiteside,
McCawley,	Mosier,	Whitney,
McMaster,	Savage,	Willmarth.

So the amendment was not adopted.

The question being on the original motion, it was adopted, and the Board adjourned until Friday morning, at 9 o'clock.

SEPTEMBER 18, 1874.

The Board met, pursuant to adjournment. Mr. Lippincott in the chair.

The minutes of Tuesday's proceedings were read and approved.

On motion of Mr. Warner,

The Board adjourned until Monday morning, at 9 o'clock.

SEPTEMBER 21, 1874.

The Board met, pursuant to adjournment. Mr. Miles presiding.

The minutes of Friday's proceedings were read and approved.

On motion of Mr. Whitney,

The Board adjourned until to-morrow morning, at 9 o'clock.

SEPTEMBER 22, 1874.

The Board met, pursuant to adjournment. Mr. Miles in the chair.

Indefinite leave of absence was granted Mr. Lippincott, on account of sickness.

The following report was submitted by the Committee on Equalization of Town and City Lots, and laid over three days under the rule:

To the State Board of Equalization:

Your Committee, to whom was referred the Equalization of Town and City Lots, would respectfully report to you the result of their labors, as embodied in the accompanying tabular statements, which are made part of this report.

In making this adjustment, your Committee has endeavored to preserve the relative value of town lots and other classes of property in the State In so doing, we find in the outcome, we have a large surplus, which we ask the Board, through the General Equalizing Committee, to deduct, *pro rata*, from all the property of the State.

All of which is respectfully submitted.

S. H. DEWEY, *Chairman.*
D. R. McMASTER,
ED. B. WARNER,
JOHN W. SAVAGE.

"A."—STATEMENT *accompanying and made part of the Report of the Committee on Equalization of Town and City Lots.*

DISTRICTS.	COUNTIES.	TOWN AND CITY LOTS.			PER CENT. OF ASSESSED VALUE.		Amount added.	Amount deducted	Equalized value of town and city lots.
		No.	Av. val. per lot.	Assessed value.	Add.	Ded.			
1	Cook	282, 992	$355 80	$100, 689, 670	120	.....	$120, 827, 604	.....	$221, 517, 274
2	DuPage	4, 341	154 31	669, 881	26	.....	174, 169	.....	844, 050
3	Lake	4, 634	242 86	1, 125, 415	8	.....	96, 033	.....	1, 215, 448
4	Boone	1, 876	384 50	721, 321	.....	38	.....	$274, 102	447, 219
	DeKalb	4, 877	303 38	1, 479, 576	.....	16	.....	236, 732	1, 242, 844
	Kane	11, 933	653 19	7, 794, 488	.....	17	.....	1, 325, 063	6, 469, 425
	McHenry	4, 967	218 16	1, 083, 607	.....	14	.....	151, 705	931, 902
	Winnebago	6, 768	341 93	2, 314, 162	.....	27	.....	624, 824	1, 689, 338
5	Carroll	2, 832	235 67	667, 417	.....	26	.....	173, 528	493, 889
	Jo Daviess	9, 219	117 91	1, 087, 076	.....	34	.....	369, 606	717, 470
	Ogle	8, 081	194 16	1, 569, 039	.....	32	.....	502, 092	1, 066, 947
	Stephenson	6, 520	339 36	2, 212, 659	.....	27	.....	597, 418	1, 615, 241
	Whiteside	9, 000	258 09	2, 322, 830	.....	15	.....	348, 425	1, 974, 405
6	Bureau	5, 332	104 91	559, 406	160	.....	895, 050	.....	1, 454, 456
	Henry	9, 078	201 82	1, 832 146	.....	10	.....	183, 215	1, 648, 931
	Lee	5, 138	338 57	1, 739, 562	.....	18	.....	313, 121	1, 426, 441
	Putnam	1, 341	134 17	179, 921	.....	10	.....	17, 992	161, 929
	Rock Island	7, 308	598 36	4, 372, 843	.....	4	.....	174, 914	4, 197, 929
7	Grundy	2, 796	243 29	680, 230	1	.....	6, 802	.....	687, 032
	Kendall	2, 254	222 30	501. 115	.....	21	.....	105, 234	395, 881
	LaSalle	19, 809	304 54	6, 032, 747	.....	10	.....	603, 275	5, 429, 472
	Will	12, 513	329 57	4, 123, 870	22	.....	907, 251	.....	5, 031, 121
8	Ford	2, 588	177 86	460, 313	.....	17	.....	78, 253	382, 060
	Iroquois	8, 429	119 32	1, 005, 762	.....	11	.....	110, 634	895, 128
	Kankakee	4, 741	160 55	761, 168	9	.....	68, 505	.....	829, 673
	Livingston	8, 254	179 10	1, 478, 328	.....	9	.....	29, 567	1, 448, 761
	Marshall	3, 615	224 51	811, 592	.....	17	.....	137, 971	673, 621
	Woodford	6, 862	125 87	863, 699	0	0	.....	.....	863, 699
9	Fulton	7, 322	287 83	2, 107, 492	.....	16	.....	337, 199	1, 770, 293
	Knox	8, 973	409 30	3, 672, 673	.....	19	.....	697, 808	2, 974, 865
	Peoria	12, 023	710 00	8, 536, 443	.....	32	.....	2, 731, 662	5, 804, 781
	Stark	2, 080	216 80	450, 935	.....	34	.....	153, 318	297, 617

STATEMENT—CONTINUED.

Districts.	Counties.	Town and City Lots.			Per cent. of assessed value.		Amount added.	Amount deducted.	Equalized value of town and city lots.
		No.	Av. val. per lot.	Assessed value.	Add.	Ded.			
10	Hancock	10,651	$126 17	$1,343,853	.....	13	.....	$174,701	$1,169,152
	Henderson	3,830	41 63	159,456	.....	4	.....	6,378	153,078
	McDonough	5,377	306 68	1,649,030	.....	26	.....	428,748	1,220,282
	Mercer	5,737	102 08	585,608	7	.....	$40,993	.....	626,601
	Schuyler	1,815	160 66	291,593	3	.....	8,748	.....	300,341
	Warren	4,186	271 10	1,134,642	.....	20	.....	226,928	907,714
11	Adams	9,448	1,045 39	9,876,867	20	.....	1,975,373	.....	11,852,240
	Brown	2,613	134 69	351,944	.....	11	.....	38,714	313,230
	Calhoun	336	80 12	26,920	.....	11	.....	2,961	23,959
	Greene	3,164	293 40	928,331	.....	12	.....	111,400	816,931
	Jersey	3,413	223 67	763,376	24	.....	183,210	.....	946,586
	Pike	5,006	223 40	1,118,350	.....	26	.....	290,771	827,579
12	Cass	3,763	227 47	855,956	3	.....	25,679	.....	881,635
	Christian	5,152	278 95	1,437,160	.....	8	.....	114,973	1,322,187
	Menard	2,267	319 91	725,238	.....	24	.....	174,057	551,181
	Morgan	5,461	521 36	2,847,167	22	.....	626,377	.....	3,473,544
	Sangamon	11,273	479 99	5,410,964	4	.....	216,439	.....	5,627,403
	Scott	2,295	165 60	380,041	7	.....	26,603	.....	406,644
13	DeWitt	3,585	152 04	545,047	.....	2	.....	10,901	534,146
	Logan	8,611	179 52	1,545,841	.....	10	.....	154,584	1,391,257
	Mason	5,830	145 98	851,086	.....	5	.....	42,554	808,532
	McLean	15,279	396 84	6,063,376	6	.....	363,803	.....	6,427,179
	Tazewell	7,955	315 05	2,506,262	.....	3	.....	75,188	2,431,074
14	Champaign	8,106	342 14	2,773,378	.....	3	.....	83,201	2,690,177
	Coles	5,990	257 39	1,541,776	9	.....	138,760	.....	1,680,536
	Douglas	2,645	302 66	800,533	.....	16	.....	128,085	672,448
	Macon	6,149	455 97	2,803,739	.....	5	.....	140,187	2,663,552
	Piatt	3,956	126 05	498,672	0	0	.....	.....	498,672
	Vermilion	8,567	339 52	2,908,672	0	0	.....	.....	2,908,672
15	Crawford	1,374	135 20	185,767	4	.....	7,431	.....	193,198
	Clark	3,136	146 93	460,782	17	.....	78,333	.....	539,115
	Cumberland	1,463	65 34	95,873	52	.....	49,854	.....	145,727
	Edgar	2,757	406 05	1,119,481	.....	22	.....	246,286	873,195
	Effingham	4,442	76 39	339,337	47	.....	159,488	.....	498,825
	Jasper	706	55 22	38,984	47	.....	18,322	.....	57,306
	Lawrence	1,779	71 23	126,723	30	.....	38,017	.....	164,740
	Moultrie	2,308	166 35	383,925	13	.....	69,107	.....	453,032
	Shelby	3,878	274 60	1,064,808	.....	5	.....	53,240	1,011,568
16	Bond	2,183	141 36	308,590	30	.....	92,577	.....	401,167
	Clay	2,449	189 22	463,406	.....	24	.....	111,217	352,189
	Clinton	3,891	171 11	665,797	.....	18	.....	119,843	545,954
	Fayette	3,039	225 58	685,538	18	.....	123,397	.....	808,935
	Marion	6,379	129 93	828,847	30	.....	248,654	.....	1,077,501
	Montgomery	5,732	193 48	1,109,038	31	.....	343,802	.....	1,452,840
	Washington	4,170	114 87	479,045	.....	6	.....	28,743	450,302
17	Macoupin	7,427	80 32	596,529	145	.....	864,967	.....	1,461,496
	Madison	12,749	344 00	4,385,700	.....	4	.....	175,428	4,210,272
	Monroe	1,642	178 86	293,690	23	.....	67,549	.....	361,239
	St. Clair	16,976	434 93	7,383,298	.....	20	.....	1,478,660	5,904,638
18	Alexander	8,543	254 44	2,173,721	0	0	.....	.....	2,173,721
	Jackson	3,133	161 50	505,999	40	.....	202,400	.....	708,399
	Johnson	736	61 48	45,250	107	.....	48,418	.....	93,668
	Massac	1,799	157 27	282,926	3	.....	8,488	.....	291,414
	Perry	2,599	123 96	322,162	40	.....	128,865	.....	451,027
	Pope	864	194 90	168,396	19	.....	31,995	.....	200,391
	Pulaski	2,801	88 73	248,546	.....	15	.....	37,282	211,264
	Randolph	7,660	127 08	973,402	.....	16	.....	155,744	817,658
	Union	1,895	122 15	231,466	41	.....	94,901	.....	326,367
	Williamson	637	174 25	111,093	47	.....	52,171	.....	163,174
19	Edwards	1,295	197 92	256,107	.....	7	.....	17,927	238,180
	Franklin	220	213 06	46,874	0	0	.....	.....	46,874
	Gallatin	2,249	187 21	421,037	.....	28	.....	117,890	303,147
	Hamilton	1,887	57 37	108,257	27	.....	29,219	.....	137,476
	Hardin	225	448 13	100,830	.....	28	.....	28,232	72,598
	Jefferson	2,761	88 27	243,714	37	.....	90,174	.....	333,888
	Richland	2,435	329 68	802,771	.....	26	.....	208,720	594,051
	Saline	1,775	73 71	130,828	.....	3	.....	3,925	126,913
	Wabash	2,399	247 96	594,864	.....	19	.....	113,024	481,840
	Wayne	1,537	121 01	185,987	6	.....	11,159	.....	197,146
	White	3,602	70 27	253,113	67	.....	169,585	.....	422,698
	Grand aggreg.	790,487	311 11	245,854,685	.....	.....	129,604,272	15,378,150	360,080,807

"B."—*Statement accompanying and made part of the Report of the Committee on Equalization of Town and City Lots.*

COUNTIES.	Number of lots.	Av. val. per lot as assessed.	PER CENT.		Equalized value per lot.
			Add.	Ded.	
Adams	9,448	$1,045 39	20	.....	$1,254 47
Alexander	8,543	254 44	.....	.....	254 44
Bond	2,183	141 36	30	.....	183 77
Boone	1,876	384 50	.....	38	238 39
Brown	2,613	134 69	.....	11	119 88
Bureau	5,332	104 91	160	.....	272 78
Calhoun	336	80 12	.....	11	71 31
Carroll	2,832	235 67	.....	26	174 40
Cass	3,763	227 47	3	.....	234 29
Champaign	8,106	342 14	.....	3	331 87
Christian	5,152	278 95	.....	8	256 64
Clark	3,136	146 93	.....	17	171 91
Clay	2,449	189 22	.....	24	143 81
Clinton	3,891	171 11	.....	18	140 31
Coles	5,990	257 39	9	.....	280 56
Cook	282,992	355 80	120	.....	782 77
Crawford	1,374	135 20	4	.....	140 61
Cumberland	1,463	65 34	52	.....	99 61
DeKalb	4,877	303 38	.....	16	254 84
DeWitt	3,585	152 04	.....	2	148 99
Douglas	2,645	302 66	.....	16	254 23
Du Page	4,341	154 31	26	.....	194 43
Edgar	2,757	406 05	.....	22	316 72
Edwards	1,295	197 92	.....	7	261 14
Effingham	4,442	76 39	47	.....	112 30
Fayette	3,039	225 58	18	.....	266 18
Ford	2,588	177 86	.....	17	147 63
Franklin	220	213 06	.....	.....	213 06
Fulton	7,322	287 83	.....	16	241 78
Gallatin	2,249	187 21	.....	28	134 70
Greene	3,164	293 40	.....	12	258 20
Grundy	2,796	243 29	1	.....	245 72
Hamilton	1,887	57 37	27	.....	72 85
Hancock	10,651	126 17	.....	13	109 77
Hardin	225	448 13	.....	28	322 38
Henderson	3,830	41 63	.....	4	39 97
Henry	9,078	201 82	.....	10	181 64
Iroquois	8,429	119 32	.....	11	106 20
Jackson	3,133	161 50	40	.....	226 11
Jasper	706	55 22	47	.....	81 31
Jefferson	2,761	88 27	37	.....	120 93
Jersey	3,413	223 67	24	.....	277 35
Jo Daviess	9,219	117 91	.....	34	77 83
Johnson	736	61 48	107	.....	127 27
Kane	11,933	653 19	.....	17	542 15
Kankakee	4,741	160 55	9	.....	175 00
Kendall	2,254	222 30	.....	21	175 64
Knox	8,973	409 30	.....	19	331 54
Lake	4,634	242 86	8	.....	262 29
La Salle	19,809	304 54	.....	10	274 09
Lawrence	1,779	71 23	30	.....	92 60
Lee	5,138	338 57	.....	18	277 63
Livingston	8,254	179 10	.....	2	175 52
Logan	8,611	179 52	.....	10	161 57
Macon	6,149	455 97	.....	5	433 17
Macoupin	7,427	80 32	145	.....	196 78
Madison	12,749	344 00	.....	4	330 24
Marion	6,379	129 93	30	.....	168 93
Marshall	3,615	224 51	.....	17	186 34
Mason	5,830	145 98	.....	5	138 68
Massac	1,799	157 27	3	.....	161 99
McDonough	5,377	306 68	.....	26	226 95
McHenry	4,967	218 16	.....	14	187 62
McLean	15,279	396 84	6	.....	420 65
Menard	2,267	319 91	.....	24	243 13
Mercer	5,737	102 08	7	.....	109 22
Monroe	1,642	178 86	23	.....	220 00
Montgomery	5,732	193 48	31	.....	253 46
Morgan	5,461	521 36	22	.....	636 07
Moultrie	2,308	166 35	13	.....	196 29
Ogle	8,081	194 16	.....	32	132 03
Peoria	12,023	710 00	.....	32	482 81
Perry	2,599	123 96	40	.....	173 54

STATEMENT—CONTINUED.

COUNTIES.	Number of lots.	Av. val. per lot as assessed.	PER CENT.		Equalized value per lot.
			Add.	Ded.	
Piatt	3,956	$126 05	.....	.....	$126 05
Pike	5,006	223 40	.....	26	165 31
Pope	864	194 90	19	.....	231 93
Pulaski	2,801	88 73	.....	15	75 42
Putnam	1,341	134 17	.....	10	120 75
Randolph	7,660	127 08	.....	16	106 74
Richland	2,435	329 68	.....	26	243 96
Rock Island	7,308	598 36	.....	4	574 12
Saline	1,775	73 71	.....	3	71 50
Sangamon	11,273	479 99	4	.....	499 19
Schuyler	1,815	160 66	3	.....	165 48
Scott	2,295	165 60	7	.....	177 19
Shelby	3,878	274 60	.....	5	260 85
Stark	2,080	216 80	.....	34	143 09
St. Clair	16,976	434 93	.....	20	347 82
Stephenson	6,520	339 36	.....	27	247 74
Tazewell	7,955	315 05	.....	3	305 60
Union	1,895	122 15	41	.....	172 23
Vermilion	8,567	339 52	.....	.....	339 52
Wabash	2,399	247 96	.....	19	200 85
Warren	4,186	271 10	.....	20	216 85
Washington	4,170	114 87	.....	6	107 99
Wayne	1,537	121 01	6	.....	128 26
White	3,602	70 27	67	.....	117 35
Whiteside	9,000	258 09	.....	15	219 38
Will	12,513	329 57	22	.....	402 07
Williamson	637	174 25	47	.....	256 16
Winnebago	6,768	341 93	.....	27	249 61
Woodford	6,862	125 87	.....	.....	125 87

Mr. Derickson gave notice that, to-morrow, he would call up his resolution, offered August 26th, fixing the average assessment of property for 1874, at forty per cent. of its cash value.

Mr. McMaster moved that the reports of Committees on Lands and on Town and City Lots be printed for use of the Board.

Mr. Whitney moved to amend the motion by adding: "provided such printing can be completed by 9 o'clock to-morrow morning."

The amendment was accepted, and the motion, as amended, adopted.

On motion of Mr. McMaster,

The report of the Committee on Equalization of Lands was changed by placing Randolph county in the 17th class.

On motion of Mr. Fisher,

DeWitt county was changed from the 8th to the 6th class, in same report.

Mr. McNutt moved to recommit said report to the Committee on Lands.

Mr. Diggins moved to amend by referring the report to the Committee on General Equalization.

Amendment not adopted.

The question being upon the original motion, it was not adopted.

On motion of Mr. Mosier,

The Board adjourned until 2:30 o'clock, P. M.

2:30 O'CLOCK, P. M.

The Board met, pursuant to adjournment. Mr. Miles in the chair.

Mr. English, Chairman of the Committee on Assessment of Railroad Property, submitted the following report, which was laid over under the rule, and ordered printed:

To the State Board of Equalization:

Your Committee on Assessment of Railroad Property beg leave to submit the following report:

That they have carefully examined the schedules and statements as furnished by the various railroad companies and by the Auditor of State, and have endeavored, as far as possible, to assess, at a just and equitable value, the tangible property of railroads, as provided by law.

We would also recommend that the assessment herein reported be reduced forty per cent., that the tangible property of railroads may correspond relatively with the assessed value of other property of the State.

Respectfully submitted.

J. G. ENGLISH, *Chairman.*
S. H. DEWEY,
ED. B. WARNER,
D. D. PARRY.

STATEMENT *showing the Valuation of Railroad Property denominated "Railroad Track" and "Rolling Stock" of each of the railroads located in the State of Illinois.*

Number	Name of Company.	Right of Way and Improvements.		Main Track. Superstructure.				Side, Second or Turn-out Track. Superstructure.				Assessed value of rolling st'ck	Total ass'd value of property denominated "Railroad Track" and "Rolling Stock."
		Acres.	Assessed value.	Miles.	Feet.	Total in feet.	Assessed value.	Miles.	Feet.	Total in feet.	Assessed value.		
1	Cairo and St. Louis	966.15	$19,492	83	4,591	442,831	$362,388	4	4,956	26,076	$18,235	$119,990	$520,105
2	Cairo and Vincennes	2,068 07	21,550	149	38	786,758	878,370	6	1,257	32,937	28,511	154,250	1,082,681
3	Carbondale and Shawneetown	219 69	3,295	17	2,560	92,320	89,797	.....	5,100	5,100	4,275	14,310	111,677
4	Iron Mountain, Chester and Eastern	466 00	9,490	40	3,725	214,925	227,893	2	3,600	14,160	12,907	26,750	277,040
5	Chicago and Alton	6,563.40	1,638,917	547	744	2,888,904	3,841,508	73	4,877	390,317	467,196	2,130,313	8,077,935
6	Alton and St. Louis												
7	St. Louis, Jacksonville and Chicago.	Embraced in assessment of Chicago and Alton.											
8	Joliet and Chicago												
9	Chicago, Burlington and Quincy	9,871.98	1,723,003	777	2,348	4,104,908	5,845,569	214	740	1,130,660	1,418,206	3,089,466	12,076,244
10	Chicago, Danville and Vincennes	1,212 00	50,300	108	1,568	571,808	619,304	3	2,200	18,040	16,764	441,900	1,128,268
11	Chicago and Iowa	914.41	63,504	77	4,791	411,351	499,356	6	3,865	35,545	35,424	139,520	737,804
12	Chicago and Northwestern	5,815.99	2,576,419	453	2,748	2,394,588	3,446,056	133	1,425	703,665	863,569	1,332,614	8,218,657
13	Chicago, Rock Island and Pacific	3,055.00	1,373,823	234	3,779	1,229,299	2,036,251	117	2,855	620,615	731,005	877,513	5,018,592
14	Chicago and Pacific	396 00	16,510	36	121	190,201	240,087	1	1,874	7,154	7,464	56,560	320,621
15	Chicago and Paducah	1,102.21	43,577	143	3,793	758,833	824,737	6	3,297	34,977	32,809	111,200	1,012,323
16	Chicago, Pekin and Southwestern	667.88	33,376	57	3,181	304,141	353,102	2	1,190	11,750	11,682	12,360	410,520
17	Cincinnati, Lafayette and Chicago	400.66	27,020	33	288	174,528	224,770	3	1,604	17,444	18,795	142,484	413,069
18	Columbus, Chicago and Indiana Cent., leased by Pittsb'g, Cin. and St. Louis	271.70	25,560	22	1,320	117,480	149,170	2	5,262	15,822	15,381	80,182	270,293
19	Chicago, Milwaukee and St. Paul	495.42	213,120	44	3,223	235,543	409,431	6	2,270	33,950	40,353	108,481	771,385
20	Coal Valley Mining Company	.....	.....	.....	.....	.....	.....	2	4,900	15,460	14,736	36,250	50,986
21	Evansville, Terre Haute and Chicago	62.66	4,880	6	1,320	33,000	42,482	.....	3,050	3,050	3,500	23,029	73,891
22	Gilman, Clinton and Springfield	1,229.93	73,047	110	4,783	585,583	646,328	6	700	32,380	30,728	137,520	887,623
23	G. Tower Min'g, M'f'g and Transp. Co.	3,123.00	49,845	24	1,094	126,720	147,595	6	4,638	36,318	34,820	105,660	337,920
24	Illinois and St. Louis R.R. and Coal Co.	176 01	13,800	14	3,420	77,340	88,326	5	528	26,928	30,753	118,640	251,519
25	Indianapolis, Bloomington and West'n.	2,018.90	198,662	261	2,503	1,380,583	1,774,525	27	2,873	145,433	150,666	679,646	2,803,499
26	Indianapolis and St. Louis	2,218.35	194,651	183	.....	966,240	1,212,244	28	1,493	149,333	160,692	513,721	2,081,308
27	Indiana and Illinois Central	712.97	23,389	75	99	396,099	480,570	3	2,148	17,988	18,826	141,860	664,645
28	Jacksonville Northwestern and S. E.	225.41	14,016	30	4,099	162,499	189,032	1	2,478	7,758	7,732	28,870	239,650
29	Lake Shore and Michigan Southern	138.99	32,646	14	.....	73,920	115,898	22	310	119,170	171,265	99,557	419,366
30	Louisville, New Albany and St. Louis	69.45	1,389	17	3,872	93,632	108,916	.....	1,320	1,320	1,316	11,663	123,284
31	Michigan Central	74.80	21,210	6	1,321	33,001	56,635	1	4,720	10,000	10,912	83,992	172,749
32	Joliet and Northern Indiana	348 70	35,365	28	4,678	152,518	184,594	.....	3,000	3,000	2,130	40,670	262,759
33	Ohio and Mississippi	2,030 00	113,741	146	1,678	772,558	934,135	27	3,605	146,165	140,193	726,300	1,914,369
34	Paris and Danville	272 71	9,545	34	3,168	182,688	228,360	.....	4,300	4,300	4,658	240	242,803

35	Paris and Decatur	568.30	26,208	73	440	385,880	413,181	2	2,330	12,890	13,802	117,720	570,911
36	Peoria, Pekin and Jacksonville	907.72	32,693	83	1,359	439,599	468,739	11	4,574	62,654	56,365	156,990	714,787
37	Peoria and Rock Island	1,029.65	51,890	90	4,038	479,238	573,987	3	5,220	21,060	21,977	105,280	753,134
38	Pittsburg, Fort Wayne and Chicago, leased by Pennsylvania Company	123.57	30,893	14	3,785	77,705	108,286	28	3,799	151,631	212,226	103,373	454,778
39	Rockford, Rock Island and St. Louis	3,393.63	115,509	273	5,272	1,446,712	1,121,438	20	4,711	110,311	85,509	536,190	1,858,646
40	Springfield and Northwestern												
41	St. Louis, Alton and Terre Haute	670.00	30,587	69	4,816	369,136	445,545	16	3,505	87,985	80,708	327,110	883,950
42	St. Louis and Southeastern	2,122.65	57,453	174	460	919,180	1,018,416	10	3,853	56,653	53,327	426,104	1,555,300
43	St. Louis, Vandalia and Terre Haute	2,039.89	136,197	159	2,705	842,225	1,144,601	16	2,974	87,454	99,257	625,790	2,006,445
44	Springfield and Illinois Southeastern	2,301.27	71,038	220	3,808	1,165,408	1,229,473	13	4,937	73,577	66,676	160,650	1,527,837
45	Sycamore and Cortland	27.31	2,092	4	2,640	23,760	25,828		2,000	2,000	1,864	7,000	36,784
46	Toledo, Peoria and Warsaw	2,705.82	219,704	230	1,531	1,215,931	1,486,697	26	868	138,148	143,119	1,058,526	2,908,046
47	Toledo, Wabash and Western	3,229.05	632,813	357	1,552	1,886,512	2,450,976	50	3,292	267,292	297,738	2,396,870	5,778,397
48	Pekin, Lincoln and Decatur	620.09	75,429	67	1,833	355,593	413,150	5	2,996	29,396	31,137		519,716
49	Hannibal and Naples	577.80	24,445	49	3,166	261,886	320,909	2	3,567	14,127	14,973		360,327
50	Lafayette, Bloomington & Mississippi	923.16	62,310	77	4,637	411,197	494,526	3	4,477	20,317	21,049		577,886
51	Madison County												
52	Quincy, Alton and St. Louis	424.60	22,738	44	4,918	237,238	262,155	2	4,242	14,803	14,155	29,740	328,788
52½	Quincy, Alton and St. Louis, (1873)	373.60	21,208	40	1,500	212,700	302,936	1	4,523	9,803	10,558	57,030	391,732
53	Belleville and O'Fallon	Embraced	in assess	ment of	St. Lou	is and South	eastern Rai	lway.					
54	Western Union	1,611.62	85,291	126	2,961	668,241	665,367	13	296	68,936	62,594	265,961	1,079,213
55	East St. Louis and Carondelet	53.00	3,180	9	1,320	48,840	65,742	2	1,320	11,880	10,284	8,830	88,036
56	Orion and Minersville	84.13	2,524	7	3,448	40,408	41,912		444	444	384		44,820
57	Quincy and Warsaw	Embraced	in assess	ment of	Chicago	, Burlington	and Quincy	Railroa	d.				
58	Chicago and Illinois River												
59	Chicago and Illinois Southern	384.00	10,100	32		168,960	173,874		3,894	3,894	4,023		187,997
	Total		10,339,444				39,550,536				$5,214,714	$18,004,326	$73,601,115

On motion of Mr. McMaster,
The Board adjourned until 9 o'clock to-morrow morning.

SEPTEMBER 23, 1874.

The Board met, pursuant to adjournment. Mr. Miles in the chair.
The minutes of yesterday's proceedings were read and approved.
The Committee on Equalization of Personal Property submitted the following report:

To the State Board of Equalization:

Your Committee on the Equalization of Personal Property would respectfully report that they have ascertained the rate per cent. of addition or deduction in each of the several counties of the State to bring them to the State average. We then considered the relative value of personal property in each county; and made such variations from the per cents produced by bringing the assessment of each county to the State average as in our opinion was necessary to a more just and equitable equalization of personal property.

The tabular statement hereto attached shows the result of our labors.

L. T. WHITESIDE,
O. C. DIGGINS,
J. D. FISHER.

Tabular Statement accompanying and made part of the Report of the Committee on Equalization of Personal Property.

DISTRICTS.	COUNTIES.	HORSES. State aggregate average, $45 92.		CATTLE. State aggregate average, $15 63.		MULES AND ASSES. State aggregate average, $50 39.		SHEEP. State aggregate average, $1 62.		HOGS. State aggregate. average, $2 60.		STEAM ENGINES, INCLUDING BOILERS State aggregate average, $582 67.	
		No.	Value at State average.	No.	Value at State average.	No.	Value at State average.	No.	Value at State average.	No.	Value at State average.	No.	Value at State average.
1	Cook	23 153	$1, 063, 186	41, 258	$644, 863	491	$24, 741	8, 324	$13, 485	13, 469	$35, 019	267	$155, 573
2	DuPage	6, 300	289, 296	19, 581	306, 051	98	4, 938	16, 303	26, 411	11, 690	30, 394	15	8, 740
3	Lake	7, 786	357, 533	22, 628	353, 675	83	4, 182	68, 566	111, 077	10, 457	27, 188	14	8 157
4	Boone	5, 939	272, 719	18, 894	295, 313	86	4, 334	14, 174	22, 962	12, 288	31, 949	8	4, 661
	DeKalb	13, 478	618, 910	47, 863	748, 099	324	16, 326	19, 130	30, 991	48, 024	124, 862	15	8, 740
	Kane	10, 489	481, 655	36, 329	567, 822	210	10, 582	22, 125	35, 843	21, 794	56, 664	36	20, 976
	McHenry	10, 608	487, 119	38, 364	599, 629	208	10, 481	48, 234	78, 139	23, 745	61, 737	12	6, 992
	Winnebago	10, 546	484, 272	28, 741	449, 222	316	15, 923	14, 415	23, 352	27, 317	71, 024	16	9, 323
5	Carroll	8. 574	393, 718	25. 281	395, 142	259	13, 051	5, 677	9, 197	34, 354	89, 320	4	2, 331
	Jo Daviess	9, 601	440, 878	29. 044	453, 958	243	12, 245	13, 097	21, 217	36, 337	94, 476	33	19, 228
	Ogle	16, 163	742, 205	48, 482	757, 774	367	18, 493	11, 522	18, 666	60, 986	158, 564	9	5, 244
	Stephenson	11, 712	537, 815	28, 930	452, 176	428	21, 567	12, 324	19. 965	48, 645	126, 477	19	11, 071
	Whiteside	12, 093	555, 310	38, 339	599, 238	370	18, 644	7, 612	12, 332	44, 609	115, 983	14	8, 157
6	Bureau	16, 832	772, 926	49, 121	767, 761	767	38, 649	5, 824	9 435	69, 944	181, 855	30	17, 480
	Henry	16, 451	755, 430	43, 768	684, 094	1, 155	58, 200	5, 030	8, 149	79, 436	206, 534	38	22, 142
	Lee	11, 034	506, 681	38, 756	605, 756	271	13, 656	8, 609	13, 947	34, 827	90, 550	3	1, 748
	Putnam	3, 650	167, 608	8, 168	127, 666	128	6, 450	1, 896	3, 072	12, 529	32, 575	8	4, 661
	Rock Island	8, 083	371, 171	21, 022	328, 574	520	26, 203	2, 754	4, 461	26, 614	69, 196	44	25, 637
7	Grundy	7, 905	362, 998	20, 143	314, 835	395	19, 904	2, 773	4, 492	18, 856	49, 026	19	11, 071
	Kendall	7, 301	335, 262	19, 010	297, 126	263	13, 253	10, 653	17, 258	25, 780	67, 028	8	4, 661
	LaSalle	24, 139	1, 108, 463	56, 392	881, 407	889	44, 797	13, 306	21. 556	73 111	190, 089	90	52, 440
	Will	14, 120	648, 3:0	39, 391	615, 681	534	26, 908	8, 702	14, 097	25, 049	65, :27	86	50, 110
8	Ford	7, 008	321, 807	11, 854	185, 278	1, 196	60, 266	379	614	25, 667	66, 734	7	4, 079
	Iroquois	17, 184	789, 089	37, 941	593, 018	1, 990	100, 276	5, 002	8, 103	52, 409	136, 263	21	12, 236
	Kankakee	8, 531	391, 744	19, 865	310, 489	395	19, 904	2, 296	3, 720	15. 196	39, 510	10	5, 827
	Livingston	19, 758	907, 287	35, 507	554, 974	1, 465	73, 821	4, 502	7, 293	80. 620	209, 612	25	14, 567
	Marshall	7, 944	364, 788	17, 396	271, 900	295	14, 865	3, 600	5, 832	33, 392	86, 819	18	10, 488
	Woodford	11, 088	509, 161	20, 940	327, 293	417	21, 013	4, 792	7, 763	51, 665	134, 329	6	3, 496
9	Fulton	16, 241	745. 787	36, 999	578. 294	891	44, 897	20, 335	32, 943	85, 550	222, 430	77	44, 865
	Knox	16, 541	759, 563	41, 462	648, 051	806	40, 614	9, 071	14, 695	83, 668	217, 537	30	17, 480
	Peoria	13, 960	641, 043	25, 934	405, 348	709	35, 727	7, 965	12, 903	63, 310	164, 606	37	21, 559
	Stark	6, 694	307, 388	16, 638	260, 052	366	18, 443	5, 184	8, 398	41, 900	108, 940	6	3, 496

STATEMENT—CONTINUED.

Districts.	Counties.	Horses. State aggregate average, $45 92.		Cattle. State aggregate average, $15 63.		Mules and Asses. State aggregate average, $53 39.		Sheep. State aggregate average, $1 62.		Hogs. State aggregate average, $2 60.		Steam Engines, including boilers. State aggregate average, $582 67.	
		No.	Value at State average.	No.	Value at State average.	No.	Value at State average.	No.	Value at State average.	No.	Value at State average.	No.	Value at State average.
10	Hancock	15,941	$732,011	34,499	$539,219	1,940	$97,757	6,922	$11,214	57,257	$148,868	26	$15,149
	Henderson	6,476	297,378	17,554	274,369	607	30,587	2,518	4,079	34,216	88,962	3	1,748
	McDonough	13,880	637,370	31,319	489,516	1,270	63,995	8,503	13,775	70,431	183,121	34	19,811
	Mercer	10,984	504,385	30,718	480,123	933	47,014	6,851	11,098	65,988	171,569	15	8,740
	Schuyler	7,259	333,333	15,638	244,734	478	24,086	7,337	11,886	29,452	76,575	23	13,401
	Warren	12,266	563,255	27,500	429,825	778	39,203	5,235	8 481	63,606	165,376	16	9,323
11	Adams	14,333	658,171	29,093	454,724	2,525	127,235	13,779	22,322	64,836	168,574	84	48,944
	Brown	5,039	231,391	9,959	155,659	692	34,870	4,405	7,136	21,832	56,763	20	11,653
	Calhoun	2,368	108,739	5,182	80,994	444	22,373	1,457	2,360	11,359	29,533	6	3,496
	Greene	8,573	393,672	17,068	266,773	1,475	74,325	8,653	14,018	27,961	72,699	29	16,898
	Jersey	4,493	206,319	7,390	115,506	667	33,609	3,192	5,171	15,190	39,494	11	6,409
	Pike	12,064	553,979	24,001	375,136	1,833	92,365	13,588	22,013	55,564	144,466	28	16,315
12	Cass	4,490	206,181	10,075	157,472	693	34,920	1,748	2,832	19,859	51,634	11	6,409
	Christian	12,531	575,424	22,508	351,800	2,748	138,472	7,978	12,924	59,898	155,735	27	15,732
	Menard	5,520	253,478	16,515	258,130	936	47,165	6,177	10,007	28,803	74,888	17	9,905
	Morgan	6,123	281,168	15,962	249,486	830	41,824	8,685	14,070	28,030	72,878	12	6,992
	Sangamon	18,003	826,698	46,848	732,234	3,713	187,098	14,042	22,748	91,157	237,008	73	42,535
	Scott	3,232	148,413	6,945	108,551	373	18,795	4,345	7,039	19,669	51,139	10	5,827
13	DeWitt	8,196	376 360	18,611	290,890	678	34,164	10,557	17,102	39,991	103,977	6	3,496
	Logan	12,990	596,501	24,872	388,749	1,861	93,776	5,673	9,190	55,295	143,767	22	12,819
	Mason	5,905	271,158	9,573	149,626	1,906	96,043	1,169	1,894	20,615	53,599	10	5,827
	McLean	24,802	1,138,908	53,436	835,205	1,863	93,877	16,181	26,213	115,298	301,335	55	32,047
	Tazewell	12,611	579,097	21,202	331,387	665	33,509	7,217	11,692	47,232	122,803	20	11,653
14	Champaign	17,204	790,008	31,185	487,422	1,852	93,322	8,330	13,495	63,579	165,305	35	20,394
	Coles	11,405	523,718	20,120	314,476	1,136	57,243	11 129	18,029	39,865	103,649	32	18,645
	Douglas	7,823	359,232	15,909	248,658	1,041	52,456	6,947	11,254	30,783	80,036	11	6,409
	Macon	11,831	543,280	21,479	335,717	1,817	91,559	8,955	14,507	65,588	170,529	30	17,480
	Piatt	7,663	351,885	13,150	205,534	907	45,704	4,223	6,841	37,521	97,555	5	2,913
	Vermilion	6,813	772,053	39,885	623,402	1,730	87,175	30,992	50,207	58,324	151,642	40	23,307
15	Crawford	6,461	296,689	10,269	160,505	611	30,788	18,702	30,297	24,380	63,388	16	9,323
	Clark	8,216	377,279	14,229	222,399	874	44,041	15,936	25,816	29,011	75,429	30	17,480
	Cumberland	5,061	232,401	8,475	132,464	629	31,695	7,870	12,749	17,231	44,801	15	8,740
	Edgar	11,931	547,872	30,755	480,701	1,470	74,073	21,074	34,140	43,627	113,430	22	12,819
	Effingham	6,447	296.046	13,572	212,130	702	35,374	6,616	10,718	19,983	51,956	19	11,071

	Jasper	5,752	264,132	11,753	183,699	777	39,153	15,219	24,655	19,834	51,568	18	10,488
	Lawrence	5,418	248,795	9,379	146,594	506	25,498	9,791	15,861	17,417	45,284	10	5,827
	Moultrie	6,999	321,394	11,590	181,152	847	42,680	7,700	12,474	28,769	74,799	15	8,740
	Shelby	14,433	662,763	24,244	378,934	1,975	99,520	34,683	56,187	56,631	147,241	30	17,480
16	Bond	5,644	259,172	9,842	153,831	938	47,266	6,911	11,196	12,534	32,588	13	7,575
	Clay	6,895	316,618	12,700	198,501	1,303	65,658	14,205	23,012	21,556	56,045	19	11,071
	Clinton	6,745	309,730	10,514	164,334	1,547	77,953	5,659	9,168	20,136	52,354	25	14,567
	Fayette	10,611	487,257	22,072	344,985	1,306	65,810	20,961	33,957	39,801	103,483	32	18,645
	Marion	8,415	386,417	13,783	215,428	1,451	73,116	13,283	21,518	19,772	51,407	22	12,819
	Montgomery	11,452	525,876	17,637	275,666	2,172	109,447	9,525	15,431	33,225	86,385	30	17,480
	Washington	5,482	251,734	8,948	139,857	1,285	64,751	4,465	7,233	11,088	28,829	6	3,496
17	Macoupin	14,795	679,386	26,426	413,038	2,582	130,107	17,001	27,542	51,308	133,401	57	33,212
	Madison	11,403	523,626	13,101	204,769	3,269	164,725	6,520	10,562	38,885	101,101	51	29,716
	Monroe	3,834	176,057	3,805	59,472	1,130	56,941	1,584	2,566	11,643	30,272	16	9,323
	St. Clair	7,062	324,287	7,646	119,507	2,972	149,759	3,989	6,462	16,387	42,606	158	92,062
18	Alexander	1,405	64,518	4,079	63,755	574	28,934	1,237	2,004	7,463	19,404	19	11,071
	Jackson	4,706	216,100	8,343	130,401	1,369	68,984	6,361	10,305	20,880	54,288	30	17,480
	Johnson	2,574	118,198	4,901	76,603	1,426	71,856	6,092	9,869	13,033	33,886	14	8,157
	Massac	1,584	72,737	4,006	62,614	1,003	50,541	2,072	3,357	7,642	19,869	35	20,394
	Perry	3,917	179,869	5,558	86,871	973	49,029	4,812	7,795	8,779	22,825	18	10,488
	Pope	2,878	132,158	6,126	95,749	1,146	57,747	7,859	12,732	12,849	33,407	4	2,331
	Pulaski	1,702	78,156	3,482	54,424	403	20,307	1,096	1,776	6,023	15,660	7	4,079
	Randolph	6,258	287,367	8,808	137,669	1,473	74,225	8,000	12,960	15,362	39,941	32	18,645
	Union	4,162	191,119	6,598	103,127	1,187	59,813	6,004	9,726	16,636	43,254	14	8,157
	Williamson	3,800	174,496	5,988	93,592	1,942	97,857	11,110	17,998	18,223	47,380	13	7,575
19	Edwards	2,741	125,867	5,080	79,400	539	27,160	11,479	18,596	11,457	29,788	8	4,661
	Franklin	4,783	219,635	6,265	97,922	1,724	86,872	13,018	21,089	16,462	42,801	7	4,079
	Gallatin	3,118	143,179	5,302	82,870	857	43,184	6,604	10,699	14,725	38,285	27	15,732
	Hamilton	4,082	187,445	6,518	101,876	900	45,351	11,368	18,416	11,769	30,599	9	5,244
	Hardin	1,213	55,701	3,106	48,547	494	24,893	3,287	5,325	6,401	16,644	8	4,661
	Jefferson	7,320	336,134	10,196	159,364	2,421	121,994	15,023	24,337	15,607	40,578	17	9,905
	Richland	5,568	255,683	9,472	148,047	814	41,018	11,140	18,047	14,473	37,630	9	5,244
	Saline	3,450	158,424	5,362	83,808	1,400	70,546	10,580	17,140	14,760	38,376	15	8,740
	Wabash	2,853	131,010	4,233	66,162	527	26,556	5,600	9,072	10,331	26,861	15	8,740
	Wayne	7,789	357,671	16,257	254,097	1,581	79,667	18,408	29,821	18,172	47,247	11	6,409
	White	5,890	270,469	9,650	150,830	1,129	56,890	13,023	21,097	24,911	64,769	20	11,654
	Grand aggregate	926,573	42,548,234	2042,327	31,921,570	107,554	5,419,648	1036,831	1679,670	3452,213	8,975,754	2672	1,556,893

STATEMENT—CONTINUED.

DISTRICTS.	COUNTIES.	FIRE AND BURGLAR-PROOF SAFES—State ag'regate average, $84 63.		BILLIARD, PIGEON HOLE, etc., T'BLS—State ag'regate average, $75 21.		CARRIAGES AND WAGONS—State aggregate average, $31 22.		WATCHES AND CLOCKS—State aggregate average, $5 61.		SEWING and KNITTING MACHINES—State aggregate average, $25 31.		PIANOS—State aggregate average, $117 63.		MELODEONS AND ORGANS—State aggregate average, $53 02		FRANCHISES—State aggregate average, $978 27.	
		No.	Value at State average.	No.	Value at State average.	No.	Value at State average.	No.	Value at State average.	No.	Value at State average.	No.	Value at State average.	No.	Value at State average.	No.	Value at State average.
1	Cook	610	$51,624	566	$42,569	13,862	$432,772	7,984	$44,790	3,655	$92,508	1,961	$230,672	297	$15,747	15	$14,674
2	DuPage	16	1,354	23	1,730	3,010	93,972	2,844	15,955	1,200	30,372	199	23,408	177	9,384	.....	.....
3	Lake	22	1,862	13	977	3,432	107,147	2,414	13,543	1,032	26,120	204	23,997	234	12,407	1	978
4	Boone	24	2,031	1	75	2,301	71,837	2,137	11,989	864	21,868	69	8,117	201	10,657	.....	.....
	DeKalb	52	4,401	18	1,354	4,539	141,708	4,041	22,670	1,966	49,759	174	20,468	426	22,587	.....	.....
	Kane	110	9,309	37	2,783	5,189	162,001	5,275	29,593	2,680	67,831	526	61,873	422	22,374	.....	.....
	McHenry	26	2,200	11	827	4,440	138,617	3,537	19,842	1,538	38,927	148	17,409	376	19,936	.....	.....
	Winnebago	71	6,009	20	1,504	4,596	143,487	3,238	18,165	2,295	58,086	416	48,934	446	23,647	.....	.....
5	Carroll	27	2,285	15	1,128	3,056	95,408	2,759	15,478	1,278	32,346	87	10,234	241	12,778	.....	.....
	Jo Daviess	74	6,263	13	978	3,469	108,302	2,901	16,275	1,283	32,473	177	20,821	309	16,383	1	978
	Ogle	47	3,977	15	1,128	5,893	183,980	5,508	30,900	2,101	53,176	235	27,643	537	28,472	.....	.....
	Stephenson	101	8,548	22	1,654	5,012	156,475	4,406	24,718	2,273	57,530	205	24,114	433	22,958	.....	125
	Whiteside	80	6,770	42	3,159	4,515	140,958	4,071	22,838	1,931	48,874	197	23,173	485	25,714	6	5,870
6	Bureau	49	4,147	24	1,805	5,663	176,799	4,364	24,482	1,977	50,038	172	20,232	490	25,980	.....	.....
	Henry	43	3,639	121	9,100	5,946	185,634	4,846	27,186	2,000	50,620	205	24,114	375	19,882	.....	295
	Lee	42	3,555	19	1,429	4,058	126,691	3,618	20,297	1,726	43,685	193	22,703	321	17,019	.....	.....
	Putnam	5	423	2	151	1,276	39,837	1,106	6,205	395	9,997	36	4,235	89	4,719	.....	.....
	Rock Island	89	7,532	49	3,685	3,241	101,184	3,509	19,685	2,170	54,923	276	32,466	232	12,301	.....	1,000
7	Grundy	20	1,693	19	1,429	2,544	79,424	1,710	9,593	852	21,564	104	12,233	111	5,885	.....	.....
	Kendall	15	1,269	19	1,429	2,705	84,450	1,777	9,969	944	23,893	120	14,116	211	11,187	.....	.....
	LaSalle	211	17,857	95	7,145	9,018	281,542	6,848	38,417	3,826	96,836	501	58,933	531	28,154	.....	.....
	Will	84	7,109	62	4,663	6,034	188,381	5,138	28,824	2,360	59,732	273	32,113	243	12,884	.....	.....
8	Ford	29	2,454	10	752	2,669	83,326	2,014	11,298	797	20,172	36	4,235	78	4,135	.....	.....
	Iroquois	36	3,047	21	1,579	5,559	173,552	4,598	25,795	1,976	50,013	110	12,939	209	11,081	.....	600
	Kankakee	32	2,708	23	1,730	2,981	93,067	1,731	9,711	838	21,210	112	13,175	85	4,507	.....	.....
	Livingston	91	7,701	25	1,880	6,805	212,452	4,888	27,422	2,237	56,618	145	17,056	256	13,573	.....	.....
	Marshall	46	3,893	20	1,504	2,860	89,289	2,605	14,614	1,185	29,992	153	17,997	133	7,052	.....	.....
	Woodford	40	3,385	13	978	4,154	129,688	3,530	19,803	1,428	36,143	96	11,293	193	10,233	1	978
9	Fulton	87	7,363	14	1,053	6,029	188,225	5,620	31,528	2,027	51,303	190	22,349	309	16,383	8	7,826
	Knox	80	6,770	9	677	5,678	177,267	3,937	22,087	2,279	57,682	344	40,465	364	19,299	1	978
	Peoria	79	6,686	37	2,783	5,461	170,493	3,830	21,486	2,007	50,797	365	42,935	331	17,550	.....	200
	Stark	19	1,608	9	677	2,132	66,561	1,703	9,554	850	21,314	44	5,176	184	9,756	.....	300

10	Hancock	11	931	15	1,128	5,837	182,231	5,797	32,521	2,314	58,567	160	18,821	357	18,928	.....	800
	Henderson	6	508	2	150	1,952	60,942	1,011	5,672	659	16,679	45	5,293	126	6,681	.....	.....
	McDonough	54	4,570	11	827	4,709	147,015	4,956	27,803	1,851	46,849	137	16,115	284	15,058	.....	.....
	Mercer	25	2,116	4	301	3,318	103,588	2,811	15,770	1,258	31,840	55	6,470	228	12,080	.....	.....
	Schuyler	7	592	.....	.....	2,315	72,274	1,915	10,743	743	18,805	42	4,941	70	3,711	.....	.....
	Warren	34	2,877	7	527	4,081	127,409	3,461	19,416	1,574	39,838	148	17,409	275	14,580	.....	.....
11	Adams	136	11,510	32	2,407	6,541	204,210	5,269	29,559	3,084	78,056	396	46,581	346	18,345	.....	1,500
	Brown	14	1,185	3	226	1,927	60,161	1,682	9,436	605	15,313	37	4,352	74	3,923	.....	.....
	Calhoun	6	508	3	225	799	24,945	602	3,377	134	3,392	7	823	12	636	.....	.....
	Greene	10	846	5	376	2,519	78,643	1,276	7,158	913	23,108	134	15,763	64	3,393	.....	2,000
	Jersey	9	762	7	526	817	25,507	1,271	7,130	604	15,287	104	12,234	27	1,432	.....	.....
	Pike	20	1,692	8	602	4,571	142,706	3,491	19,585	1,598	40,445	155	18,233	179	9,491	.....	.....
12	Cass	33	2,793	12	902	1,398	43,646	891	4,998	618	15,642	63	7,411	82	4,348	.....	.....
	Christian	37	3,131	26	1,955	4,442	138,679	3,596	20,173	1,629	41,230	109	12,822	210	11,134	.....	.....
	Menard	21	1,777	3	226	1,845	57,601	1,636	9,178	641	16,224	56	6,587	87	4,613	1	978
	Morgan	10	846	.....	.....	2,417	75,459	859	4,819	1,020	25,815	238	27,996	134	7,105	.....	.....
	Sangamon	110	9,309	47	3,535	6,748	210,672	5,544	31,102	2,969	75,146	498	58,580	231	12,247	2	1,957
	Scott	26	2,201	4	301	1,409	43,989	1,060	5,947	555	14,047	70	8,234	48	2,545	.....	.....
13	DeWitt	16	1,354	12	902	2,808	87,666	2,562	14,373	1,200	30,372	56	6,587	100	5,302	.....	.....
	Logan	56	4,739	17	1,279	4,226	131,936	3,325	18,653	1,640	41,509	125	14,704	129	6,840	.....	.....
	Mason	30	2,539	18	1,354	2,558	79,861	2,200	12,342	878	22,222	86	10,116	79	4,189	.....	4,800
	McLean	109	9,225	32	2,407	8,499	265,338	6,948	38,978	3,385	85,674	471	55,404	279	14,793	.....	.....
	Tazewell	75	6,347	28	2,106	4,523	141,208	3,761	21,099	1,859	47,051	224	26,349	176	9,332	3	2,935
14	Champaign	85	7,194	33	2,482	5,763	179,921	5,001	28,056	2,527	63,958	217	25,526	242	12,831	.....	.....
	Coles	35	2,962	14	1,053	3,501	109,301	3,847	21,582	2,029	51,354	167	19,644	86	4,560	.....	50
	Douglas	43	3,639	5	376	2,552	79,673	2,287	12,830	1,016	25,715	67	7,881	62	3,287	.....	.....
	Macon	30	2,539	16	1,204	4,409	137,649	3,067	17,206	1,837	46,495	196	23,055	176	9,332	1	978
	Piatt	22	1,862	6	451	2,387	74,522	1,648	9,245	923	23,361	35	4,117	69	3,658	.....	.....
	Vermilion	55	4,655	29	2,181	5,730	178,891	5,353	30,030	2,280	57,707	160	18,821	199	10,551	.....	.....
15	Crawford	14	1,185	1	75	2,137	66,717	1,822	10,222	662	16,755	20	2,353	18	954	.....	.....
	Clark	13	1,100	8	602	2,916	91,038	2,687	15,074	912	23,083	54	6,352	48	2,545	.....	.....
	Cumberland	2	169	9	677	1,649	51,482	1,376	7,719	384	9,719	16	1,882	23	1,220	.....	.....
	Edgar	27	2,285	8	602	3,843	119,978	3,194	17,918	1,469	37,180	155	18,233	70	3,711	.....	.....
	Effingham	13	1,100	16	1,203	2,295	71,650	1,887	10,586	596	15,085	51	5,999	48	2,545	1	978
	Jasper	3	254	3	226	1,921	59,974	1,539	8,634	446	11,288	12	1,412	17	901	.....	.....
	Lawrence	7	592	5	376	1,961	61,222	1,713	9,610	581	14,705	20	2,353	37	1,962	.....	.....
	Moultrie	10	846	9	677	2,142	66,873	1,584	8,886	697	17,641	37	4,352	49	2,598	.....	.....
	Shelby	17	1,439	15	1,128	4,367	136,338	3,266	18,322	1,311	33,182	91	10,704	99	5,249	.....	.....
16	Bond	6	508	.....	.....	1,717	53,605	528	2,962	599	15,161	53	6,234	43	2,280	.....	.....
	Clay	16	1,354	11	827	2,447	76,395	2,258	12,667	759	19,210	45	5,293	48	2,545	.....	.....
	Clinton	25	2,116	20	1,504	2,954	92,224	1,975	11,080	847	21,438	56	6,587	47	2,492	.....	.....
	Fayette	20	1,693	15	1,128	3,383	105,617	2,646	14,844	831	21,032	34	3,999	69	3,658	.....	20
	Marion	39	3,300	19	1,429	3,080	96,158	3,036	17,032	1,181	29,891	166	19,527	148	7,847	.....	.....
	Montgomery	34	2,877	14	1,053	3,763	117,481	2,700	15,147	1,422	35,991	110	12,939	130	6,893	.....	.....
	Washington	22	1,862	12	903	2,097	65,468	2,029	11,383	807	20,425	42	4,941	86	4,560	.....	.....

STATEMENT—CONTINUED.

Districts	Counties.	Fire and Burglar-proof Safes—State aggregate average, $84 63.		Billiard, Pigeon Hole, etc., T'bls—State aggregate average, $75 21.		Carriages and Wagons—State aggregate average, $31 22.		Watches and Clocks—State aggregate average, $5 61.		Sewing and Knitting Machines—State aggregate average, $25 31.		Pianos—State aggregate average, $117 63.		Melodeons and Organs—State aggregate average, $53 02.		Franchises—State aggregate average, $978 27.	
		No.	Value at State average.	No.	Value at State average.	No.	Value at State average.	No.	Value at State average.	No.	Value at State average.	No.	Value at State average.	No.	Value at State average.	No.	Value at State average.
17	Macoupin	50	$4,232	33	$2,482	5,505	$171,866	4,978	$27,927	2,017	$51,050	229	$26,937	312	$16,542	.....	10
	Madison	100	8,463	32	2,407	6,038	188,506	3,745	21,009	1,965	49,734	383	45,052	125	6,628	.....	.....
	Monroe	15	1,269	9	677	2,061	64,345	1,774	9,952	414	10,478	29	3,411	2	106	.....	.....
	St. Clair	90	7,617	38	2,858	4,365	136,275	2,677	15,018	1,593	40,319	199	23,409	56	2,969	.....	.....
18	Alexander	46	3,893	17	1,279	869	27,130	759	4,258	429	10,858	104	12,234	24	1,273	.....	.....
	Jackson	19	1,608	13	978	1,912	59,693	2,095	11,753	663	16,781	64	7,528	58	3,075	.....	.....
	Johnson	7	592	.....	.....	1,096	34,217	887	4,976	170	4,303	4	471	8	424	.....	.....
	Massac	16	1,354	2	150	986	30,783	942	5,285	246	6,226	21	2,470	14	742	1	978
	Perry	11	931	9	677	1,638	51,138	1,494	8,381	536	13,566	55	6,470	66	3,499	4	3,913
	Pope	15	1,269	2	150	1,010	31,532	1,069	5,997	175	4,429	26	3,058	1	53	.....	200
	Pulaski	20	1,693	10	752	157	4,902	855	4,797	320	8,099	29	3,411	10	530	.....	.....
	Randolph	19	1,608	13	978	3,069	95,814	3,105	17,419	1,149	29,081	73	8,587	118	6,256	5	4,891
	Union	17	1,439	7	526	1,825	56,977	1,855	10,407	480	12,149	44	5,176	47	2,492	.....	.....
	Williamson	12	1,016	5	376	1,381	43,115	1,239	6,951	334	8,454	14	1,647	18	955	.....	.....
19	Edwards	6	508	.....	.....	1,122	35,029	1,145	6,423	306	7,745	24	2,823	15	795	.....	.....
	Franklin	1	85	.....	.....	1,471	45,925	1,246	6,990	296	7,492	16	1,882	16	848	.....	.....
	Gallatin	17	1,439	5	376	1,121	34,998	696	3,905	384	9,719	50	5,882	22	1,167	1	978
	Hamilton	4	339	1	75	1,155	36,056	1,008	5,655	208	5,264	13	1,529	7	371	.....	.....
	Hardin	4	339	.....	.....	519	16,203	379	2,126	129	3,265	6	706	10	530	.....	.....
	Jefferson	22	1,862	1	75	2,386	74,491	1,847	10,362	661	16,730	40	4,705	40	2,121	.....	.....
	Richland	15	1,269	5	376	2,209	68,965	2,223	12,471	750	18,983	74	8,705	78	4,136	.....	.....
	Saline	18	1,523	4	301	1,212	37,839	1,119	6,278	316	7,998	6	706	15	795	.....	.....
	Wabash	14	1,185	6	451	1,222	38,151	1,097	6,154	401	10,149	34	3,999	19	1,007	.....	.....
	Wayne	18	1,523	.....	.....	2,346	73,242	2,041	11,450	571	14,452	20	2,353	30	1,591	.....	.....
	White	23	1,946	8	602	2,111	65,905	1,781	9,991	615	15,566	43	5,058	21	1,113	.....	.....
	Grand aggregate	4,329	366,363	2,171	163,280	344,186	10,745,489	281,910	1,581,514	126,945	3,212,979	14,893	1,751,866	15,872	841,536	52	62,768

STATEMENT—CONTINUED.

Districts.	Counties.	Annuities and Royalties. State aggregate average, $718 12.		Patent Rights. State aggregate average, $319 21.		Steamboats, sailing vessels, etc. State aggregate average, $1,237.		Value of enumerated property at State average.	Value of enumerated property as assessed.	Per cent. required to bring assessed value of enumerated property to the State average.		Assessed value of all personal property.	Amount added.	Amount deducted	Value of personal property at State average.
		No.	Value at State average.	No.	Value at State average.	No.	Value at State average.			Add.	Ded.				
1	Cook	3	$2,154	8	$2,554	760	$940,120	$3,807,051	$3,460,286	10	.....	$37,494,232	$3,749,423	.....	$41,243,655
2	DuPage	.....	60	.....	.....	.....	.....	842,065	586,376	44	.....	1,082,870	476,463	.....	1,559,333
3	Lake	1	718	1	319	2	2,474	1,052,354	734,071	43	.....	1,305,629	561,420	.....	1,867,049
4	Boone	.....	.....	3	958	.....	.....	759 470	902,175	.....	16	2,054,432	.....	328,709	1,725,723
	DeKalb	.....	920	.....	200	.....	.....	1,811,995	2,028,884	.....	11	3,751,363	.....	412,650	3,338,713
	Kane	3	2,154	2	638	.....	.....	1,532,098	2,025,160	.....	24	6,481,183	.....	1,555,484	4,925,699
	McHenry	.....	.....	.....	.....	.....	.....	1,481,855	1,607,512	.....	8	3,245,403	.....	259,632	2,985,771
	Winnebago	.....	2,400	.....	500	.....	.....	1,355,848	1,487,382	.....	9	4,001,281	.....	360.115	3,641,166
5	Carroll	.....	.....	.....	.....	5	6,185	1,078,601	1,113,910	.....	3	2,102,346	.....	63,070	2,039,276
	Jo Daviess	.....	.....	1	319	1	1,237	1,246,031	1,174 207	6	.....	2,966,177	177,971	.....	3,144,148
	Ogle	.....	432	.....	200	.....	.....	2,030,854	2,510,262	.....	2	5,272,155	.....	105,443	5,166,712
	Stephenson	.....	308	.....	150	.....	.....	1,465,651	1,555,720	.....	6	3,805,880	.....	228,353	3,577,527
	Whiteside	.....	.....	3	958	5	6,185	1,594,163	1,698,660	.....	6	3,352,716	.....	201,163	3,151,553
6	Bureau	.....	.....	.....	.....	1	1,237	2,092,826	907,559	131	.....	1,575,147	2,063,443	.....	3,638,590
	Henry	.....	150	.....	100	1	1,237	2,056,506	2,022,518	2	.....	3,544,779	70,896	.....	3,615,675
	Lee	.....	.....	.....	30	.....	.....	1,467,747	1,741,957	.....	16	3,236,521	.....	517,843	2,718,678
	Putnam	.....	.....	.....	.....	3	3,711	411,310	477,375	.....	14	913,247	.....	127,855	785,392
	Rock Island	.....	5,550	.....	305	.....	9,360	1,073,233	971,455	10	.....	2,871,007	287,101	.....	3,158,108
7	Grundy	.....	.....	.....	.....	8	9,896	904,043	733,409	23	.....	1,711,666	393,683	.....	2,105,349
	Kendall	.....	.....	.....	.....	.....	.....	880,901	928,047	.....	5	1,851,802	.....	92,590	1,759,212
	La Salle	.....	2,161	.....	1,500	20	24,740	2,856,037	3,365,278	.....	15	9,005,969	.....	1,350,895	7,655,074
	Will	.....	.....	3	958	11	13,607	1,768,584	1,417,244	25	.....	3,130,812	782,703	.....	3,913,515
8	Ford	2	1,436	1	319	.....	.....	766,905	832,589	.....	8	1,514,686	.....	121,175	1,393,511
	Iroquois	.....	180	.....	2,220	.....	100	1,920,091	1,940,610	.....	1	3,141,025	.....	31,410	3,109,615
	Kankakee	.....	.....	.....	.....	.....	.....	917,302	862,146	6	.....	1,277,920	76,675	.....	1,354,595
	Livingston	2	1,436	.....	.....	.....	.....	2,105,692	2,318,951	.....	9	4,527,260	.....	407,453	4,119,807
	Marshall	.....	.....	1	319	.....	.....	919,352	966,744	.....	5	2,021,999	.....	101,100	1,920,899
	Woodford	.....	.....	2	639	2	2,474	1,218,669	1,191,722	2	.....	2,535,662	50,713	.....	2,586,375
9	Fulton	8	5,745	6	1,915	.....	.....	2,002,906	2,347,185	.....	15	5,385,181	.....	807,777	4,577,404
	Knox	.....	400	.....	150	.....	.....	2,023,715	2,418,183	.....	16	5,710,494	.....	913,679	4,796,815
	Peoria	.....	1,700	.....	300	31	38,347	1,634.463	1,709,914	.....	4	5,334,053	.....	213,362	5,120,691
	Stark	.....	1,700	.....	130	.....	.....	823,693	982,173	.....	16	1,908,598	.....	305,376	1,603,222

STATEMENT—CONTINUED.

DISTRICTS.	COUNTIES.	ANNUITIES AND ROYALTIES. State aggregate average, $718 12.		PATENT RIGHTS. State aggregate average, $319 21.		STEAMBOATS, SAILING VESSELS, ETC. State aggregate average, $1,237.		Value of enumerated property at State average.	Value of enumerated property as assessed.	Per cent. required to bring assessed value of enumerated property to the State average.		Assessed value of all personal property.	Amount added.	Amount deducted.	Value of personal property at State average.
		No.	Value at State average.	No.	Value at State average.	No.	Value at State average.			Add.	Ded.				
10	Hancock	.....	$820	.....	$724	6	$7,422	$1,867,111	$1,766,955	6	.....	$3,393,003	$203,580	.....	$3,596,583
	Henderson	.....	.....	.....	.....	.....	.....	793,048	877,456	.....	10	1,378,812	.....	$137,881	1,240,931
	McDonough	19	13,644	2	638	1	1,237	1,681,344	1,927,485	.....	13	3,908,914	.....	508,159	3,400,755
	Mercer	1	718	1	319	5	6,185	1,402,325	1,218,114	15	.....	2,193,610	329,042	.....	2,522,652
	Schuyler	.....	.....	1	319	4	4,948	820,348	789,815	4	.....	1,413,748	56,550	.....	1,470,298
	Warren	.....	6,100	3	958	.....	.....	1,444,577	1,646,012	.....	12	3,112,681	.....	373,522	2,739,159
11	Adams	.....	.....	.....	2,120	.....	17,775	1,892,031	1,721,761	10	.....	4,845,683	484,568	.....	5,330,251
	Brown	1	718	1	319	1	1,237	594,342	617,082	.....	4	971,039	.....	38,842	932,197
	Calhoun	.....	.....	.....	.....	10	12,370	293,771	282,975	4	.....	523,390	20,936	.....	544,326
	Greene	.....	.....	.....	150	.....	.....	969,822	1,092,846	.....	11	2,497,301	.....	274,703	2,222,598
	Jersey	.....	.....	.....	.....	3	3,711	473,097	564,950	.....	16	1,102,266	.....	176,363	925,903
	Pike	.....	626	.....	68	9	11,133	1,448,855	1,482,140	.....	2	3,521,953	.....	70,439	3,451,514
12	Cass	.....	.....	.....	.....	1	1,237	540,425	529,704	2	.....	1,164,205	23,284	.....	1,187,489
	Christian	.....	.....	4	1,277	.....	.....	1,480,488	1,602,385	.....	8	3,180,342	.....	254,427	2,925,915
	Menard	1	718	.....	.....	.....	.....	751,475	993,593	.....	24	2,234,578	.....	536,299	1,698,279
	Morgan	.....	.....	1	319	.....	.....	808,777	867,332	.....	7	2,416,039	.....	169,123	2,246,916
	Sangamon	1	718	7	2,235	.....	.....	2,453,822	2,980,376	.....	18	7,667,531	.....	1,380,156	6,287,375
	Scott	.....	.....	.....	.....	.....	.....	417,028	462,869	.....	10	1,043,142	.....	104,314	938,828
13	DeWitt	.....	.....	.....	70	.....	.....	972,615	1,068,363	.....	9	1,863,723	.....	167,735	1,695,988
	Logan	2	1,436	.....	.....	.....	.....	1,465,898	2,003,761	.....	27	3,928,231	.....	1,060,622	2,867,609
	Mason	.....	.....	3	958	3	3,711	720,239	735,128	.....	2	1,426,846	.....	28,537	1,398,309
	McLean	1	718	3	958	.....	.....	2,901,080	3,576,538	.....	19	7,989,768	.....	1,518,056	6,471,712
	Tazewell	1	718	1	319	1	1,237	1,348,842	1,656,535	.....	19	3,770,144	.....	716,327	3,053,817
14	Champaign	.....	.....	.....	.....	.....	.....	1,889,914	2,294,239	.....	18	4,269,213	.....	768,458	3,500,755
	Coles	.....	12	.....	195	.....	.....	1,246,473	1,085,595	15	.....	2,571,243	385,686	.....	2,956,929
	Douglas	1	718	1	319	.....	.....	892,483	1,014,691	.....	12	1,827,614	.....	219,514	1,608,300
	Macon	.....	.....	1	319	.....	.....	1,411,849	1,884,839	.....	25	4,148,980	.....	1,037,245	3,111,735
	Piatt	.....	.....	.....	.....	.....	.....	827,648	811,836	2	.....	1,315,605	26,312	.....	1,341,917
	Vermilion	.....	.....	.....	235	.....	.....	2,010,857	2,173,646	.....	7	4,375,162	.....	306,261	4,068,901
15	Crawford	.....	2,175	.....	75	1	1,237	692,738	621,192	12	.....	1,110,434	133,252	.....	1,243,686
	Clark	1	718	7	2,234	1	1,237	906,427	716,198	27	.....	1,203,240	324,875	.....	1,528,115
	Cumberland	.....	.....	.....	.....	.....	.....	535,718	317,876	69	.....	447,800	308,982	.....	756,782
	Edgar	.....	.....	1	319	.....	.....	1,463,261	1,037,908	41	.....	1,819,830	746,130	.....	2,565,960
	Effingham	.....	.....	.....	.....	.....	.....	726,441	527,066	38	.....	796,825	302,794	.....	1,099,619

	Jasper							656,384	482,875	35		646,224	226,178		872,402
	Lawrence					1	1,237	579,916	387,430	50		628,841	314,420		943,261
	Moultrie			3	958			744,070	772,303		4	1,345,749		53,830	1,291,919
	Shelby	1	718					1,569,205	1,689,514		7	3,158,822		221,118	2,937,704
16	Bond							592,378	465,985	27		833,845	225,138		1,058,983
	Clay	1	718	2	638			790,552	680,443	16		1,318,131	210,901		1,529,032
	Clinton			2	638			766,185	738,521	4		1,566,354	62,654		1,629,008
	Fayette				210			1,206,338	1,025,600	18		2,014,197	362,555		2,376,752
	Marion			2	638			936,527	762,495	23		1,621,140	372,862		1,994,002
	Montgomery							1,222,666	1,003,085	22		1,784,907	392,680		2,177,587
	Washington							605,442	605,511			1,050,220			1,050,220
17	Macoupin				283			1,718,015	821,431	109		1,402,728	1,528,974		2,931,702
	Madison					10	12,370	1,368,668	1,550,619		12	3,614,870		433,784	3,181,086
	Monroe							424,869	361,817	17		678,960	115,423		794,383
	St. Clair					10	12,370	975,518	1,321,063		26	3,972,728		1,032,909	2,939,819
18	Alexander					14	17,318	267,919	268,781			698,527			698,527
	Jackson	1	718	1	319	3	3,711	603,922	436,035	38		784,062	297,944		1,082,006
	Johnson					1	1,237	364,789	226,988	61		377,556	230,309		607,865
	Massac	2	1,436	1	319	9	11,133	290,388	220,892	31		447,775	138,810		586,585
	Perry				300			445,752	304,838	46		581,502	267,499		849,001
	Pope			1	319	8	9,896	391,027	320,338	22		550,701	121,154		671,855
	Pulaski					7	8,659	207,245	123,033	68		238,568	162,226		400,794
	Randolph	1	718	1	319	19	23,503	759,981	720,530	5		1,889,341	94,467		1,983,808
	Union			2	639	2	2,474	507,475	388,762	31		719,859	215,958		935,817
	Williamson	4	2,873	1	319			504,604	396,870	27		601,100	162,297		763,397
19	Edwards							338,795	305,784	11		743,968	81,836		825,804
	Franklin							535,620	409,016	31		618,946	191,873		810,819
	Gallatin					20	24,740	417,153	354,873	18		846,324	152,338		998,662
	Hamilton							438,223	270,344	62		381,828	236,733		618,561
	Hardin					12	14,844	193,783	161,478	20		267,961	53,592		321,553
	Jefferson	11	7,899					810,557	488,620	66		821,192	541,987		1,363,179
	Richland			1	319		700	621,593	524,276	19		1,028,307	195,378		1,223,685
	Saline							432,474	322,124	34		434,773	147,823		582,596
	Wabash					2	2,474	331,971	304,266	9		705,922	63,533		769,455
	Wayne		160		65			679,748	608,677	45		927,775	417,499		1,345,274
	White			2	639	13	16,081	692,610	359,037	65		619,378	402,596		1,021,974
	Grand aggregate	69	75,401	87	38,050	1027	1,298,334	112,332,486	112,163,179			267,469,471	20,024,119	20,093,558	267,400,032

STATEMENT—CONTINUED.

Districts.	Counties.	Value of enumerated property at State av'ge, excluding Nos. 14, 15, 16 and 17.*	Value of enumerated property as assessed, excluding Nos. 14, 15, 16 and 17.*	Per cent. required to bring assessed value of enumerated property to State av'age, excluding Nos. 14, 15, 16 and 17 of same therefrom.*		Assessed value of all personal property.	Amount added.	Amount deducted.	Value of personal property, as produced by State average.	Per cent. of assessed value.		Amount added.	Amount deducted.	Equalized value of personal property.
				Add.	Ded.					Add.	Ded.			
1	Cook	$2,847,549	$2,498,441	.14	.....	$37,494,232	$5,249,192	.....	$42,743,424	.94	.....	$35,244,578	.....	$72,738,810
2	DuPage	842,005	586,316	.44	.....	1,082,870	476,463	.....	1,559,333	.25	.....	270,718	.....	1,353,588
3	Lake	1,047,865	732,956	.43	.....	1,305,629	561,420	.....	1,867,049	.24	.....	313,351	.....	1,618,980
4	Boone	758,512	901,815	.....	.16	2,054,432	.....	$328,709	1,725,723	.....	.34	.....	$698,597	1,355,925
	DeKalb	1,810,875	2,037,764	.....	.11	3,751,363	.....	412,650	3,338,713	.....	.27	.....	1,012,868	2,738,495
	Kane	1,529,306	2,021,585	.....	.24	6,481,184	.....	1,555,484	4,925,699	.....	.39	.....	2,527,661	3,953,522
	McHenry	1,481,855	1,607,512	.....	.08	3,245,403	.....	259,632	2,985,771	.....	.31	.....	1,006,075	2,239,328
	Winnebago	1,352,948	1,484,482	.....	.09	4,001,281	.....	360,115	3,641,161	.....	.27	.....	1,080,345	2,920,936
5	Carroll	1,072,416	1,112,440	.....	.04	2,102,346	.....	84,094	2,018,252	.....	.20	.....	420,469	1,681,877
	JoDaviess	1,243,497	1,171,632	.06	.....	2,966,177	177,971	.....	3,144,148	.....	.14	.....	415,265	2,550,912
	Ogle	2,030,222	2,509,630	.....	.19	5,272,155	.....	1,061,709	4,270,446	.....	.35	.....	1,845,254	3,426,901
	Stephenson	1,465,068	1,555,137	.....	.06	3,805,880	.....	228,353	3,577,527	.....	.21	.....	799,245	3,006,645
	Whiteside	1,581,150	1,694,830	.....	.07	3,352,716	.....	234,690	3,118,026	.....	.24	.....	804,652	2,548,064
6	Bureau	2,091,589	907,419	130	.....	1,575,147	2,047,691	.....	3,622,838	1.23	.....	1,937,430	.....	3,512,577
	Henry	2,054,724	2,021,898	.02	.....	3,544,779	70,896	.....	3,615,675	.....	.10	.....	354,477	3,190,302
	Lee	1,467,777	1,741,927	.....	.16	3,236,521	.....	517,843	2,718,678	.....	.29	.....	938,591	2,297,930
	Putnam	407,599	476,060	.....	.14	913,247	.....	127,855	785,392	.....	.27	.....	246,577	666,670
	Rock Island	1,057,018	955,240	.11	.....	2,871,007	315,811	.....	3,186,818	.....	.07	.....	200,970	2,670,037
7	Grundy	894,147	728,559	.23	.....	1,711,666	393,683	.....	2,105,349	.09	.....	154,050	.....	1,865,716
	Kendall	880,901	928,047	.....	.05	1,851,802	.....	92,530	1,759,212	.....	.17	.....	314,806	1,536,996
	LaSalle	2,827,636	3,351,952	.....	.16	9,005,969	.....	1,440,945	7,565,024	.....	.29	.....	2,611,731	6,394,238
	Will	1,754,019	1,411,634	.24	.....	3,130,812	751,395	.....	3,882,207	.13	.....	407,006	.....	3,537,818
8	Ford	765,150	832,267	.....	.08	1,514,686	.....	121,175	1,393,511	.....	.22	.....	333,231	1,181,455
	Iroquois	1,916,991	1,937,510	.....	.01	3,141,025	.....	31,410	3,109,615	.....	.15	.....	471,154	2,669,871
	Kankakee	917,302	862,146	.06	.....	1,277,920	76,675	.....	1,354,595	.....	.08	.....	102,234	1,175,686
	Livingston	2,104,256	2,318,251	.....	.09	4,527,260	.....	407,453	4,119,807	.....	.22	.....	995,997	3,531,263
	Marshall	919,033	966,644	.....	.05	2,021,999	.....	101,100	1,920,899	.....	.19	.....	384,180	1,637,819
	Woodford	1,214,578	1,190,965	.02	.....	2,535,662	50,713	.....	2,586,375	.....	.12	.....	304,279	2,231,383

9	Fulton	1,987,420	2,336,345		.15	5,385,181		807,777	4,577,404		.28		1,507,851	3,877,330
	Knox	2,022,187	2,415,633		.16	5,710,494		913,679	4,796,815		.27		1,541,833	4,168,661
	Peoria	1,593,916	1,700,189		.06	5,334,053		320,043	5,014,010		.18		960,130	4,373,928
	Stark	821,563	980,043		.16	1,908,598		305,376	1,603,222		.29		553,493	1,355,105
10	Hancock	1,857,345	1,764,293	.05		3,393,003	169,650		3,562,653		.07		237,510	3,155,493
	Henderson	793,048	877,456		.10	1,378,812		137,881	1,240,931		.22		303,339	1,075,473
	McDonough	1,665,825	1,925,408		.13	3,908,914		508,159	3,400,755		.27		1,055,407	2,853,507
	Mercer	1,395,103	1,213,937	.15		2,193,610	329,042		2,522,652	.02		43,872		2,237,482
	Schuyler	815,081	789,630	.13		1,413,748	42,412		1,456,160		.10		141,374	1,272,374
	Warren	1,437,519	1,639,857		.12	3,112,681		373,522	2,739,159		.24		747,043	2,365,638
11	Adams	1,870,638	1,700,366	.10		4,845,683	484,568		5,330,251		.02		96,914	4,748,769
	Brown	592,068	616,507		.04	971,639		38,842	932,197		.17		165,077	805,962
	Calhoun	281,401	281,365			523,390			523,390		.24		125,613	397,777
	Greene	967,672	1,090,696		.11	2,497,301		274,703	2,222,598		.24		599,352	1,897,949
	Jersey	469,386	554,610		.15	1,102,266		165,340	936,926		.29		319,617	782,649
	Pike	1,437,028	1,480,859		.03	3,521,953		105,659	3,416,294		.16		563,512	2,958,441
12	Cass	539,188	528,304	.02		1,164,205	23,284		1,187,489		.10		116,420	1,047,785
	Christian	1,479,211	1,602,220		.08	3,180,342		254,427	2,925,915		.20		636,068	2,544,274
	Menard	749,779	932,393		.24	2,234,578		536,299	1,698,279		.36		804,448	1,430,130
	Morgan	808,458	866,332		.07	2,416,039		169,123	2,246,916	.04		96,642		2,512,681
	Sangamon	2,448,912	2,970,916		.18	7,667,531		1,380,156	6,287,375		.21		1,610,182	6,057,349
	Scott	417,028	462,869		.09	1,043,142		93,883	949,259		.23		239,923	803,219
13	DeWitt	972,545	1,068,293		.09	1,863,723		167,735	1,695,988		.21		391,382	1,472,341
	Logan	1,464,462	2,003,329		.27	3,928,231		1,060,622	2,867,609		.39		1,532,010	2,396,221
	Mason	710,770	730,048		.03	1,426,846		42,805	1,384,041		.17		242,564	1,184,282
	McLean	2,899,404	3,575,628		.19	7,989,768		1,518,056	6,471,712		.26		2,077,338	5,912,430
	Tazewell	1,343,633	1,655,055		.19	3,770,144		716,327	3,053,817		.31		1,168,745	2,601,399
14	Champaign	1,889,914	2,293,982		.18	4,269,213		768,458	3,500,755		.30		1,280,761	2,988,449
	Coles	1,246,216	1,085,270	.15		2,571,243	385,686		2,956,929	.03		77,137		2,648,380
	Douglas	891,446	1,013,601		.12	1,827,614		219,314	1,608,300		.25		456,904	1,370,710
	Macon	1,410,552	1,884,839		.25	4,148,980		1,037,245	3,111,735		.36		1,493,633	2,655,347
	Piatt	827,648	811,601	.02		1,315,605	26,312		1,341,917		.11		144,717	1,170,898
	Vermilion	2,010,622	2,173,646		.08	4,375,162		350,013	4,025,149		.12		525,019	3,850,143
15	Crawford	1,689,251	618,876	.11		1,110,434	122,148		1,232,582		.04		44,417	1,066,017
	Clark	902,238	716,001	.26		1,203,240	312,842		1,516,082	.09		108,291		1,311,531
	Cumberland	535,718	317,876	.68		447,800	304,504		752,304	.49		219,422		667,222
	Edgar	1,462,942	1,037,408	.41		1,819,830	746,130		2,565,960	.32		582,346		2,402,176
	Effingham	725,463	526,766	.38		706,825	302,794		1,099,619	.22		175,302		972,127
	Jasper	656,384	482,875	.36		646,224	232,641		878,865	.17		109,858		756,082
	Lawrence	578,679	387,400	.49		628,841	308,132		936,973	.33		207,518		836,359
	Moultrie	743,112	772,178		.04	1,345,749		53,830	1,291,919		.19		255,692	1,090,057
	Shelby	1,568,487	1,689,414		.07	3,158,822		221,118	2,937,704		.19		600,176	2,558,646

STATEMENT—CONTINUED.

DISTRICTS.	COUNTIES.	Value of enumerated property at State av'ge, excluding Nos. 14, 15, 16 and 17.	Value of enumerated property as assessed, excluding Nos. 14, 15, 16 and 17.	Per cent. required to bring assessed value of enumerated property to State av'age, excluding Nos. 14, 15, 16 and 17 of same therefrom. Add.	Per cent. required to bring assessed value of enumerated property to State av'age, excluding Nos. 14, 15, 16 and 17 of same therefrom. Ded.	Assessed value of all personal property.	Amount added.	Amount deducted.	Value of personal property, as produced by State average.	Per cent. of assessed value. Add.	Per cent. of assessed value. Ded.	Amount added.	Amount added.	Equalized value of personal property.
16	Bond	$592,378	$465,985	.27	.....	$833,845	$225,138	.....	$1,058,983	.14	.....	$116,738	.....	$950,583
	Clay	789,196	680,118	.01	.....	1,318,131	13,181	.....	1,331,312	.....	.16	.....	$210,901	1,107,230
	Clinton	765,547	738,420	.04	.....	1,566,354	62,654	.....	1,629,008	.....	.19	.....	297,607	1,268,747
	Fayette	1,206,108	1,025,370	.18	.....	2,014,197	362,555	.....	2,376,752	.00	.00	.....	.....	2,014,197
	Marion	935,889	762,405	.23	.....	1,621,140	372,862	.....	1,994,002	.07	.....	113,479	.....	1,734,619
	Montgomery	1,222,666	1,003,085	.22	.....	1,784,907	392,680	.....	2,177,587	.09	.....	160,642	.....	1,945,549
	Washington	605,442	605,511	....	.....	1,050,220	.....	.....	1,050,220	.....	.20	.....	210,044	840,176
17	Macoupin	1,717,722	821,138	109	.....	1,402,728	1,528,974	.....	2,931,702	.99	.....	1,487,701	.....	2,890,429
	Madison	1,356,298	1,507,449	.....	.10	3,614,870	.....	$361,487	3,253,383	.....	.16	.....	578,379	3,036,491
	Monroe	424,869	361,817	.17	.....	678,960	115,423	.....	794,383	.00	.00	.....	.....	678,960
	St. Clair	963,148	1,224,563	.....	.21	3,972,728	.....	834,273	3,138,455	.....	.26	.....	1,032,909	2,939,819
18	Alexander	250,601	198,736	.26	.....	698,527	181,617	.....	880,144	.02	.....	13,972	.....	712,499
	Jackson	598,974	433,431	.38	.....	784,062	297,944	.....	1,082,006	.14	.....	109,769	.....	893,831
	Johnston	363,552	226,978	.60	.....	377,556	226,534	.....	604,090	.14	.....	52,858	.....	430,414
	Massac	276,522	214,549	.29	.....	447,775	129,855	.....	577,630	.....	.16	.....	71,644	376,131
	Perry	441,539	304,323	.45	.....	581,502	261,676	.....	843,178	.22	.....	127,930	.....	709,432
	Pope	380,612	316,454	.20	.....	550,701	110,140	.....	660,841	.....	.26	.....	143,182	407,519
	Pulaski	198,586	122,153	.63	.....	238,568	150,298	.....	388,866	.40	.....	95,427	.....	333,995
	Randolph	730,550	703,755	.04	.....	1,889,341	75,574	.....	1,964,915	.....	.16	.....	302,295	1,587,046
	Union	504,362	386,462	.31	.....	719,859	223,157	.....	943,016	.04	.....	28,794	.....	748,653
	Williamson	501,412	396,167	.27	.....	601,100	162,297	.....	763,397	.....	.04	.....	24,044	577,056
19	Edwards	338,795	305,784	.11	.....	743,968	81,836	.....	825,804	.....	.16	.....	119,035	624,933
	Franklin	535,620	409,016	.31	.....	618,946	191,873	.....	810,819	.04	.....	24,758	.....	643,704
	Gallatin	391,435	335,973	.16	.....	846,324	135,412	.....	981,736	.....	.27	.....	228,507	617,817
	Hamilton	438,223	270,744	.62	.....	381,828	236,733	.....	618,561	.24	.....	91,639	.....	473,467
	Hardin	178,939	160,663	.11	.....	267,961	29,476	.....	297,437	.....	.27	.....	72,349	195,612
	Jefferson	802,658	488,221	.64	.....	821,192	525,563	.....	1,346,755	.34	.....	279,205	.....	1,100,397
	Richland	620,574	523,571	.19	.....	1,028,307	195,378	.....	1,223,685	.....	.16	.....	164,529	863,778
	Saline	432,474	322,124	.34	.....	434,773	147,823	.....	582,596	.....	.02	.....	8,695	426,078

Wabash	329,497	304,096	.08		705,922	28,237		734,159		.16		112,948	592,974
Wayne	879,523	608,452	.45		927,775	417,499		1,345,274	.14		129,889		1,057,664
White	675,890	358,092	.89		619,378	551,246		1,170,624	.54		334,464		953,842
Grand aggregate	110,764,791	110,764,578			267,469,471	21,395,690	21,041,959	267,823,202			43,114,786	43,984,093	266,600,164

* No. 14, assessment of franchises. No. 15, assessment of annuities and royalties. No. 16, assessment of patent rights. No. 17, assessment of steamboats, sailing vessels, etc.

Mr. Derickson moved to recommit the report to said committee, with instructions to readjust so as to add 35 per cent. to the assessed value of personal property in Cook county.

The yeas and nays were called, and resulted—yeas 3, nays 12.

Those voting in the affirmative were,

Mr. Derickson, Mr. Whitney, Mr. Willmarth,

Those voting in the negative were,

Messrs. Dewey, Diggins, English, Fisher, Messrs. McCabe, McCawley, McNutt, Miles, Messrs. Mosier, Whiteside, Warner. Wiley.

So the motion to recommit the report was not adopted.

Mr. English moved that the report be printed.

Yeas and nays were called for with the following result—yeas 5, nays 10.

Those voting in the affirmative were,

Messrs. Dewey, English, Messrs. Fisher, McCabe, Mr. McNutt.

Those voting in the negative were,

Messrs. Derickson, Diggins, McCawley, Miles, Messrs. Mosier, Warner, Whiteside. Messrs. Whitney, Wiley, Willmarth.

So the motion to print the report was not adopted, and it was laid over for three days, under the rule.

The report of the committee on equalization of lands, was taken up for further consideration.

On motion of Mr. Whiteside,

Jersey county was changed from class 4 to class 6, and Pike county from class 11 to class 9.

On motion of Mr. English,

Piatt county was changed from class 9 to class 8.

Mr. English moved that Ford county be changed from class 12 to class 10.

The yeas and nays being demanded, resulted—yeas 6, nays 7.

Those voting in the affirmative were,

Messrs. Derickson, Dewey, Messrs. English, McCabe, Messrs. Whiteside, Fisher.

Those voting in the negative were,

Messrs. Diggins, McNutt, Miles, Messrs. Mosier, Warner, Messrs. Wiley, Willmarth.

Messrs. McCawley and Whitney were excused from voting.

So the motion was not adopted.

Mr. English moved that Iroquois county be changed from class 12 to class 11.

Yeas and nays were called as follows—yeas 5, nays 9.

Those voting in the affirmative were,

Messrs. Derickson,	Messrs. English,	Mr. Willmarth.
Dewey,	Whitney,	

Those voting in the negative were,

Messrs. Diggins,	Messrs. McNutt,	Messrs. Warner,
McCabe,	Miles,	Whiteside,
McCawley,	Mosier,	Wiley.

So the motion was not adopted.

On motion of Mr. English,

Further consideration of the report was deferred until 2:30 o'clock, P. M.

On motion of Mr. Derickson,

His resolution, offered August 26th, fixing the average assessment of property for 1874 at 40 per cent. of its cash value, and Mr. Warner's amendment thereto, substituting 65 instead of 40 cents, was taken up for consideration.

Mr. Dewey moved to amend the amendment by substituting 60 instead of 65 cents.

Mr. Whitney moved, as a substitute for the original resolution and the amendments offered, that the average assessment be fixed at fifty per cent. of a cash value.

Yeas and nays were called as follows—yeas 2, nays 13.

Those voting in the affirmative were: Messrs. Derickson and Whitney.

Those voting in the negative were,

Messrs. Dewey,	Messrs. McCawley,	Messrs. Warner,
Diggins,	McNutt,	Whiteside,
English,	Miles,	Wiley,
Fisher,	Mosier,	Willmarth.
McCabe,		

So the substitute offered by Mr. Whitney was not adopted.

Mr. Dewey's amendment of 60 cents being next in order, the yeas and nays were called as follows—yeas 5, nays 10.

Those voting in the affirmative were,

Messrs. Derickson,	Messrs. Diggins,	Mr. Willmarth.
Dewey,	Warner,	

Those voting in the negative were,

Messrs. English,	Messrs. McNutt,	Messrs. Whiteside,
Fisher,	Miles,	Whitney,
McCabe,	Mosier,	Wiley.
McCawley,		

So Mr. Dewey's amendment was not adopted.

Mr. English moved to lay the subject on the table.

Yeas and nays were called as follows—yeas 11, nays 4.

Those voting in the affirmative were,

Messrs. Diggins,	Messrs. McCawley,	Messrs. Warner,
English,	McNutt,	Whiteside,
Fisher,	Miles,	Wiley.
McCabe,	Mosier,	

Those voting in the negative were,

Messrs. Derickson,	Mr. Whitney,	Mr. Willmarth.
Dewey,		

So the motion was adopted.

On motion of Mr. Wiley,

The Board adjourned until 2:30 o'clock, P. M.

2:30 O'CLOCK, P. M.

The Board met, pursuant to adjournment. Mr. Miles presiding.

Consideration of Report of Committee on Equalization of Lands being the special order,

Mr. Whitney moved that the equalized value per acre, of lands in Cook county, be made $60 instead of $75.

Yeas and nays were called as follows—yeas 3, nays 10.

Those voting in the affirmative were,

Mr. Derickson,	Mr. Whitney,	Mr. Willmarth.

Those voting in the negative were,

Messrs. Diggins,	Messrs. McNutt,	Messrs. Warner,
English,	Miles,	Whiteside,
Fisher,	Mosier,	Wiley.
McCawley,		

So the motion to change Cook county was not adopted.

On motion of Mr. English,

The Report of Committee on Equalization of Lands was referred to the Committee on General Equalization.

Mr. English called up the report of Committee on Assessment of Railroad Property.

On motion of Mr. Whitney,

Consideration of said report was deferred until to-morrow morning.

On motion of Mr. English,

The Board adjourned until 9 o'clock to-morrow morning.

SEPTEMBER 24, 1874.

The Board met, pursuant to adjournment. Mr. Miles in the chair.

The minutes of yesterday's proceedings were read and approved.

On motion of Mr. Warner,

The railroad property—lands, lots and personal property—assessed in the counties, was referred to the Committee on General Equalization, for equalization with other property assessed in the counties.

Consideration of the report of Committee on Assessment of Railroad Property being in order,

Mr. Warner moved that it be deferred until to-morrow morning.

Mr. McCabe offered an amendment to defer until Monday.

Which was not adopted.

Mr. Warner's motion was then adopted.

The Report of the Committee on Equalization of Town and City Lots was taken up for consideration.

Mr. McCabe moved that 30 instead of 20 per cent. be deducted from the assessed value of lots in St. Clair county.

Yeas and nays were called as follows—yeas 6, nays 11.

Those voting in the affirmative were,

Messrs. McCabe,	Messrs. McNutt,	Messrs. Whitney,
McCawley,	Mosier,	Wiley.

Those voting in the negative were,

Messrs. Derickson,	Messrs. Fisher,	Messrs. Warner,
Dewey,	Miles,	Whiteside,
Diggins,	Parry,	Willmarth.
English,	Savage.	

So the motion was not adopted.

Mr. Wiley moved that 14 instead of 4 per cent. be deducted from the assessed value of lots in Rock Island county.

Adopted.

Mr. McNutt moved that 32 instead of 22 per cent. be deducted from the assessed value of lots in Edgar county.

Adopted.

Mr. McCabe moved that 26 instead of 20 per cent. be deducted from the assessed value of lots in St. Clair county.

Adopted.

Mr. Savage moved that 2 instead of 22 per cent. be added to the assessed value of lots in Morgan county.

Not adopted.

Mr. Savage also moved that 11 instead of 4 per cent. be added to the assessed value of lots in Sangamon county.

Not adopted.

Mr. Whiteside moved that 10 instead of 20 per cent. be added to the assessed value of lots in Adams county.

Not adopted.

Mr. English moved that 12 per cent. be deducted from the assessed value of lots in Vermilion county, and "spread back," on value of lands in same county.

Adopted.

On motion of Mr. Wiley,

The Board adjourned until 9 o'clock to-morrow morning.

SEPTEMBER 25, 1874.

The Board met, pursuant to adjournment. Mr. Miles in the chair.

The minutes of yesterday's proceedings were read and approved.

Consideration of the Report of the Committee on Assessment of Railroad Property being in order,

Mr. English moved that $100 per mile be deducted from the assessed value of the superstructure of each railroad named in said report.

Adopted.

On motion of Mr. English,

The following deductions were ordered to be made:

$119,350	from	assessed	value of	rolling stock of C., R. I. & P. R. R.
29,373	"	"	"	superstructure of Peoria & R. I. R. R.
61,949	"	"	"	" S. & I. S. E. R. R.
267,970	"	"	"	improvements on right of way of T., W. & W. R. R.
112,850	"	"	"	rolling stock of C. & N. W. R. R.

On motion of Mr. English,

The report, as amended, was adopted and recommitted to the Committee on Assessment of Railroad Property, for engrossment.

The Report of the Committee on Equalization of Town and City Lots was taken up for consideration.

Mr. Willmarth moved that instead of adding 8 per cent. to the value of lots in Lake county, it be left as assessed.

Not adopted.

Mr. Derickson moved that the report be referred to the Committee on General Equalization with instructions to "spread back" the "surplus" upon the town and city lots from whence it was derived.

Not adopted.

On motion of Mr. Warner,

The report was referred to the Committee on General Equalization.

On motion of Mr. McNutt,

The Board adjourned until 9 o'clock to-morrow morning.

SEPTEMBER 26, 1874.

The Board met, pursuant to adjournment. Mr. Miles in the chair.

The minutes of yesterday's proceedings were read and approved.

The report of Committee on Equalization of Personal Property being in order,

Mr. McCawley demanded the call of the Board.

Those present were,

Messrs. Dewey,	Messrs. McCawley,	Messrs. Warner,
Diggins,	McNutt,	Whiteside,
Fisher,	Miles,	Wiley,
McCabe,	Mosier,	Willmarth.

The following members were absent:

Messrs. Derickson,	Messrs. McMaster,	Messrs. Whitney,
English,	Parry,	Lippincott.
Hunter,	Savage,	

There being no quorum present, the Board adjourned until 9 o'clock Monday morning.

SEPTEMBER 28, 1874.

The Board met, pursuant to adjournment. Mr. Miles in the chair.

The minutes of Saturday's proceedings were read and approved.

Consideration of report of Committee on Equalization of Personal Property being in order,

Mr. Warner moved that it be referred to the Committee on General Equalization.

Adopted.

Mr. Willmarth moved that the Committee on General Equalization be instructed to add 65 instead of 94 per cent. to the assessed value of personal property in Cook county.

Not adopted.

On motion of Mr. Wiley,

The Board adjourned until 9 o'clock to-morrow morning.

SEPTEMBER 29, 1874.

The Board met, pursuant to adjournment. Mr. Miles in the chair.

The minutes of yesterday's proceedings were read and approved.

Mr. McCabe moved that the Committee on General Equalization be instructed to deduct 25 per cent. from the assessed value of town and city lots in Alexander county.

Mr. Warner moved to amend by substituting 10 instead of 25 per cent.

Yeas and nays were called, with following result—yeas 11, nays 5.

Those voting in the affirmative were,

Messrs. Derickson,	Messrs. Mosier,	Messrs. Wiley,
Diggins,	Parry,	Willmarth,
McCawley,	Warner,	Lippincott.
Miles,	Whiteside,	

—7

Those voting in the negative were,

Messrs. Dewey, Fisher, Messrs. Hunter, McCabe, Mr. McNutt.

So the amendment was adopted.

The question being on the original motion as amended, it was adopted.

Mr. Fisher obtained leave of absence until Thursday.

On motion of Mr. Whiteside,

The Board adjourned until 9 o'clock to-morrow morning.

SEPTEMBER 30, 1874.

The Board met, pursuant to adjournment. Mr. Miles in the chair.

The minutes of yesterday's proceedings were read and approved.

On motion of Mr. Warner,

The Board adjourned until 9 o'clock to-morrow morning.

OCTOBER 1, 1874.

The Board met, pursuant to adjournment. Mr. Miles in the chair.

The minutes of yesterday's proceedings were read and approved.

On motion of Mr. McCabe,

The Board adjourned until 7:30 o'clock, P. M.

7:30 O'CLOCK, P. M.

The Board met, pursuant to adjournment. Mr. Miles in the chair.

The Committee on General Equalization submitted their report, and,

On motion of Mr. McCabe,

The Board adjourned until to-morrow morning at 9 o'clock.

OCTOBER 2, 1874.

The Board met, pursuant to adjournment. Mr. Miles in the chair.

The minutes of yesterday's proceedings were read and approved.

The report of the Committee on General Equalization was taken up for consideration.

Mr. McCabe made the following motions, which were adopted:

To make the addition to assessed value of town and city lots of Williamson county 28 instead of 34 per cent.;

To make the deduction from assessed value of town and city lots of Massac county 13 instead of 6 per cent.;

To make the addition to assessed value of town and city lots of Johnson county 50 instead of 88 per cent.

Mr. McCabe also moved that the remaining surplus be distributed to such counties as have received no reduction of their aggregate assessments, one-half thereof to be given to the five northern, and one-half to the twenty-two southern counties.

Not adopted.

Mr. Mosier moved that the report, as amended, be adopted by the Board.

Yeas and and nays were called, as follows—yeas 12, nays 3.

Those voting in the affirmative were,

Messrs. Dewey,	Messrs. McCabe,	Messrs. Parry,
Diggins,	McCawley,	Savage,
Fisher,	Miles,	Warner,
Hunter,	Mosier,	Whiteside.

Those voting in the negative were,

Mr. Derickson,	Mr. Whitney,	Mr. Willmarth.

So the report as amended was adopted, and is as follows:

To the State Board of Equalization:

Your Committee on General Equalization present herewith, in tables "A," "B," "C" and "D," the result of their labors upon the work referred to them.

Table "A" shows the assessed value, the rates per cent. added and deducted, and the equalized value of each class of property assessed in counties, other than railroad property.

Table "B" shows the assessed value, the rates per cent. added and deducted, and the equalized value of each class of property belonging to railroad companies, which has been assessed in counties.

Table "C" shows the rates per cent. of addition to or deduction from the assessed value of each class of property in each county in the State, other than railroad property.

Table "D" shows the rates per cent. of addition to or deduction from the assessed value of each class of railroad property assessed in counties.

Your Committee recommend that the rates per cent. set forth in said tables "C" and "D" be adopted by the Board, as producing a proper equalization of the property assessed in the several counties of the State, for the year 1871.

WM. L. WILEY, *Chairman.*
O. C. DIGGINS,
L. T. WHITESIDE,
D. L. McCAWLEY,
Committee on General Equalization.

TABLE "A"—*Accompanying and made part of the Report of the Committee on General Equalization.*

Districts.	Counties.	Assessed val. of personal property.	Per Cent. Add.	Per Cent. Ded.	Amount added.	Amount deducted.	Equalized value of personal property.
1	Cook	$37,494,232	76	.....	$28,495,616	.....	$65,989,848
2	DuPage	1,082,870	14	.....	151,602	.....	1,234,472
3	Lake	1,305,629	13	.....	169,732	.....	1,475,361
4	Boone	2,054,432	.....	40	.....	$821,773	1,232 659
	DeKalb	3,751,363	.....	30	.....	1,125,409	2,625,954
	Kane	6,481,183	.....	30	.....	1,944,355	4,536,828
	McHenry	3,245,403	.....	25	.....	811,351	2,434,052
	Winnebago	4,001,281	.....	34	.....	1,360,436	2,640,845
5	Carroll	2,102,346	.....	32	.....	672,751	1,429,595
	JoDaviess	2,966,177	.....	34	.....	1,008,500	1,957,677
	Ogle	5,272,155	.....	41	.....	2,161,584	3,110,571
	Stephenson	3,805,880	.....	34	.....	1,293,999	2,511,881
	Whiteside	3,352,716	.....	25	.....	838,179	2,514,537
6	Bureau	1,575,147	103	.....	1,622,401	.....	3,197,548
	Henry	3,544,779	.....	18	.....	638,060	2,906,719
	Lee	3,236,521	.....	28	.....	906,226	2,330,295
	Putnam	913,247	.....	22	.....	200,914	712,333
	Rock Island	2,871,007	.....	15	.....	430,651	2,440,356
7	Grundy	1,711,666	.....	7	.....	119,817	1,591,849
	Kendall	1,851,802	.....	27	.....	499,987	1,351,815
	LaSalle	9,005,969	.....	23	.....	2,071,373	6,934,596
	Will	3,130,812	9	.....	281,773	.....	3,412,585
8	Ford	1,514,686	.....	25	.....	378,671	1,136,015
	Iroquois	3,141,025	.....	20	.....	628,205	2,512,820
	Kankakee	1,277,920	3	.....	38,338	.....	1,316,258
	Livingston	4,527,260	.....	15	.....	679,089	3,848,171
	Marshall	2,021,999	.....	25	.....	505,500	1,516,499
	Woodford	2,535,662	.....	12	.....	304,279	2,231,383
9	Fulton	5,385,181	.....	35	.....	1,884,813	3,500,368
	Knox	5,710,494	.....	34	.....	1,941,568	3,768,926
	Peoria	5,334,053	.....	25	.....	1,333,513	4,000,540
	Stark	1,908,598	.....	35	.....	668,009	1,240,589
10	Hancock	3,393,003	.....	19	.....	644,671	2,748,332
	Henderson	1,378,812	.....	17	.....	234,398	1,144,414
	McDonough	3,908,914	....	34	.....	1,329,031	2,579,883
	Mercer	2,193,610	.....	4	.....	87,744	2,105,866
	Schuyler	1,413,748	.....	10	.....	141,375	1,272,373
	Warren	3,112,681	.....	28	.....	871,551	2,241,130
11	Adams	4,845,683	.....	11	.....	533,025	4,312,658
	Brown	971,039	.....	24	.....	233,049	737,990
	Calhoun	523,390	.....	31	.....	162,251	361,139
	Greene	2,497,301	.....	31	.....	774,163	1,723,138
	Jersey	1,102,266	.....	4	.....	44,091	1,058,175
	Pike	3,521,953	.....	23	.....	810,049	2,711,904
12	Cass	1,164,205	.....	5	.....	58,210	1,105,995
	Christian	3,180,342	.....	18	.....	572,462	2,607,880
	Menard	2,234,578	.....	34	.....	759,757	1,474,821
	Morgan	2,416,039	.....	5	.....	120,805	2,295,234
	Sangamon	7,667,531	.....	28	.....	2,146,909	5,520,622
	Scott	1,043,142	.....	7	.....	73,020	970,122
13	DeWitt	1,863,723	.....	10	.....	186,372	1,677,351
	Logan	3,928,231	.....	23	.....	903,493	3,024,738
	Mason	1,426,846	.....	16	.....	228,295	1,198,551
	McLean	7,989,768	.....	12	.....	958,772	7,030,996
	Tazewell	3,770,144	.....	17	.....	640,924	3,129,220
14	Champaign	4,269,213	.....	36	.....	1,536,917	2,732,296
	Coles	2,571,243	.....	6	.....	154,275	2,416,968
	Douglas	1,827,614	.....	32	.....	584,836	1,242,778
	Macon	4,148,980	.....	42	.....	1,742,572	2,406,408
	Piatt	1,315,605	.....	19	.....	249,965	1,065,640
	Vermilion	4,375,162	.....	20	.....	875,032	3,500,130

TABLE "A"—CONTINUED.

DISTRICTS.	COUNTIES.	Assessed val. of personal property.	PER CENT. Add.	PER CENT. Ded.	Amount added.	Amount deducted.	Equalized value of personal property.
15	Crawford	$1,110,434	.....	13	.....	$144,356	$966,078
	Clark	1,203,240	.....	1	.....	12,032	1,191,208
	Cumberland	447,800	36	.....	$161,208	.....	609,008
	Edgar	1,819,830	20	.....	363,976	.....	2,183,806
	Effingham	796,825	10	.....	79,683	.....	876,508
	Jasper	646,224	25	.....	161,556	.....	807,780
	Lawrence	628,841	21	.....	132,057	.....	760,898
	Moultrie	1,345,749	.....	26	.....	349,897	995,852
	Shelby	3,158,822	.....	26	.....	821,294	2,337,528
16	Bond	833,845	4	.....	33,354	.....	867,199
	Clay	1,318,131	.....	24	.....	316,351	1,001,780
	Clinton	1,566,354	.....	26	.....	407,252	1,159,102
	Fayette	2,014,197	.....	9	.....	181,278	1,832,919
	Marion	1,621,140	.....	3	.....	48,634	1,572,506
	Montgomery	1,784,907	.....	1	.....	17,849	1,767,058
	Washington	1,050,220	.....	27	.....	283,559	766,661
17	Macoupin	1,402,728	114	.....	1,599,110	.....	3,001,838
	Madison	3,614,870	.....	15	.....	542,231	3,072,639
	Monroe	678,960	6	.....	40,738	.....	719,698
	St. Clair	3,972,728	.....	33	.....	1,311,000	2,661,728
18	Alexander	698,527	.....	.....	.....	.....	698,527
	Jackson	784,062	4	.....	31,362	.....	815,424
	Johnson	377,556	50	.....	187,780	.....	565,336
	Massac	447,775	.....	13	.....	58,211	389,564
	Perry	581,502	11	.....	63,965	.....	645,467
	Pope	550,701	.....	8	.....	44,056	506,645
	Pulaski	238,568	.....	8	.....	19,085	219,483
	Randolph	1,889,341	.....	24	.....	453,442	1,435,899
	Union	719,859	.....	.....	.....	.....	719,859
	Williamson	601,100	28	.....	168,308	.....	769,408
19	Edwards	743,968	.....	13	.....	96,716	647,252
	Franklin	618,946	.....	5	.....	30,947	587,999
	Gallatin	846,324	.....	31	.....	262,360	583,964
	Hamilton	381,898	13	.....	49,638	.....	431,466
	Hardin	267,961	.....	33	.....	88,427	179,534
	Jefferson	821,192	33	.....	270,993	.....	1,092,185
	Richland	1,028,307	.....	34	.....	349,624	678,683
	Saline	434,773	6	.....	26,086	.....	460,859
	Wabash	705,922	.....	24	.....	169,421	536,501
	Wayne	927,775	3	.....	27,833	.....	955,608
	White	619,378	54	.....	334,454	.....	953,832
	Grand aggregate	267,469,471			34,491,563	48,895,048	253,065,986

TABLE "A"—CONTINUED.

DISTRICTS.	COUNTIES.	Assessed value of lands.	Per cent. Add.	Per cent. Ded.	Amount added.	Amount deducted.	Equalized value of lands.
1	Cook	$17, 903, 584	101	.....	$18, 082, 620	.....	$35, 986, 204
2	DuPage	4, 404, 336	15	.....	660, 650	.....	5, 064, 986
3	Lake	4, 208, 335	.....	3	.....	$126, 250	4, 082, 085
4	Boone	5, 152, 063	.....	44	.....	2, 266, 903	2, 885, 160
	DeKalb	9, 479, 531	.....	25	.....	2, 369, 883	7, 109, 648
	Kane	10, 593, 684	.....	28	.....	2, 966, 232	7, 627, 452
	McHenry	6, 728, 994	.....	28	.....	1, 884, 118	4, 844, 876
	Winnebago	8, 373, 111	.....	34	.....	2, 846, 858	5, 526, 253
5	Carroll	5, 376, 929	.....	31	.....	1, 666, 848	3, 710, 081
	JoDaviess	5, 058, 725	.....	34	.....	1, 719, 967	3, 338, 758
	Ogle	12, 427, 712	.....	38	.....	4, 722, 531	7, 705, 181
	Stephenson	9, 266, 344	.....	33	.....	3, 057, 894	6, 208, 450
	Whiteside	8, 076, 204	.....	25	.....	2, 019, 052	6, 057, 152
6	Bureau	4, 231, 635	137	.....	5, 797, 340	.....	10, 028, 975
	Henry	10, 788, 127	.....	18	.....	1, 941, 863	8, 846, 264
	Lee	9, 273, 691	.....	27	.....	2, 503, 897	6, 769, 794
	Putnam	2, 120, 603	.....	23	.....	487, 739	1, 632, 864
	Rock Island	4, 168, 300	.....	13	.....	541, 879	3, 626, 421
7	Grundy	4, 548, 320	.....	6	.....	272, 899	4, 275, 421
	Kendall	5, 390, 345	.....	27	.....	1, 455, 393	3, 934, 952
	LaSalle	19, 639, 508	.....	22	.....	4, 320, 692	15, 318, 816
	Will	10, 561, 070	10	.....	1, 056, 107	.....	11, 617, 177
8	Ford	4, 568, 682	.....	25	.....	1, 142, 171	3, 426, 511
	Iroquois	10, 270, 083	.....	20	.....	2, 054, 017	8, 216, 066
	Kankakee	4, 466, 244	2	.....	89, 325	.....	4, 555, 569
	Livingston	12, 023, 555	.....	16	.....	1, 923, 769	10, 099, 786
	Marshall	5, 338, 438	.....	24	.....	1, 281, 225	4, 057, 213
	Woodford	6, 033, 564	.....	12	.....	724, 028	5, 309, 536
9	Fulton	11, 774, 731	.....	24	.....	2, 825, 935	8, 948, 796
	Knox	11, 012, 042	.....	26	.....	2, 863, 131	8, 148, 911
	Peoria	10, 305, 310	.....	38	.....	3, 916, 018	6, 389, 292
	Stark	5, 142, 160	.....	40	.....	2, 056, 864	3, 085, 296
10	Hancock	10, 119, 177	.....	20	.....	2, 023, 835	8, 095, 342
	Henderson	4, 275, 424	.....	17	.....	726, 822	3, 548, 602
	McDonough	9, 303, 789	.....	33	.....	3, 070, 184	6, 233, 405
	Mercer	5, 503, 674	.....	4	.....	220, 147	5, 283, 527
	Schuyler	3, 432, 827	.....	9	.....	308, 954	3, 123, 873
	Warren	8, 135, 634	.....	28	.....	2, 277, 977	5, 857, 657
11	Adams	11, 003, 647	9	.....	990, 328	.....	11, 993, 975
	Brown	2, 752, 149	.....	19	.....	522, 908	2, 229, 241
	Calhoun	821, 866	.....	19	.....	156, 155	665, 711
	Greene	6, 245, 909	.....	20	.....	1, 249, 182	4, 996, 727
	Jersey	3, 964, 064	.....	3	.....	118, 922	3, 845, 142
	Pike	9, 667, 875	.....	23	.....	2, 223, 641	7, 444, 234
12	Cass	3, 971, 874	.....	5	.....	198, 594	3, 773, 280
	Christian	8, 210, 207	.....	19	.....	1, 559, 939	6, 650, 268
	Menard	5, 200, 223	.....	34	.....	1, 768, 076	3, 432, 147
	Morgan	6, 364, 182	26	.....	1, 654, 687	.....	8, 018, 869
	Sangamon	14, 135, 939	.....	12	.....	1, 696, 313	12, 439, 626
	Scott	2, 236, 206	.....	7	.....	156, 534	2, 079, 672
13	DeWitt	4, 334, 781	.....	9	.....	390, 130	3, 944, 651
	Logan	10, 466, 483	.....	25	.....	2, 616, 621	7, 849, 862
	Mason	5, 121, 302	.....	16	.....	819, 408	4, 301, 894
	McLean	17, 429, 928	.....	11	.....	1, 917, 292	15, 512, 636
	Tazewell	10, 121, 855	.....	18	.....	1, 821, 934	8, 299, 921
14	Champaign	12, 644 905	.....	12	.....	1, 517, 389	11, 127, 516
	Coles	4, 954, 578	.....	1	.....	49, 545	4, 905, 033
	Douglas	5, 160, 560	.....	24	.....	1, 238, 534	3, 922, 026
	Macon	9, 632, 474	.....	14	.....	1, 252, 222	8, 380, 252
	Piatt	4, 623, 166	.....	9	.....	416, 085	4, 207, 081
	Vermilion	11, 167, 655	.....	5	.....	558, 383	10, 609, 272

TABLE "A"—CONTINUED.

Districts.	Counties.	Assessed value of lands.	Per cent. Add.	Per cent. Ded.	Amount added.	Amount deducted.	Equalized value of lands.
15	Crawford	$2,091,968	.....	5	.....	$104,598	1,987,370
	Clark	2,683,851	6	.....	$161,031	.....	2,844,882
	Cumberland	1,123,719	38	.....	427,013	.....	1,550,732
	Edgar	5,572,441	3	.....	166,173	.....	5,738,614
	Effingham	2,340,060	10	.....	234,006	.....	2,574,066
	Jasper	1,471,846	26	.....	382,680	.....	1,854,526
	Lawrence	1,405,801	18	.....	253,044	.....	1,658,845
	Moultrie	3,715,782	.....	21	.....	780,314	2,935,468
	Shelby	8,068,408	.....	21	.....	1,694,366	6,374,042
16	Bond	2,578,170	19	.....	479,852	.....	3,058,022
	Clay	2,894,827	.....	31	.....	897,396	1,997,431
	Clinton	4,068,084	.....	27	.....	1,098,383	2,969,701
	Fayette	3,717,880	8	.....	297,430	.....	4,015,310
	Marion	2,985,629	19	.....	567,269	.....	3,552,898
	Montgomery	5,240,904	19	.....	995,772	.....	6,236,676
	Washington	3,899,876	.....	15	.....	584,981	3,314,895
17	Macoupin	3,139,916	113	.....	3,548,105	.....	6,688,021
	Madison	12,820,900	.....	15	.....	1,923,135	10,897,765
	Monroe	1,731,235	7	.....	121,186	.....	1,852,421
	St. Clair	17,288,977	.....	28	.....	4,840,914	12,448,063
18	Alexander	414,446	0	0	.....	.....	414,446
	Jackson	1,767,353	60	.....	1,060,412	.....	2,827,765
	Johnston	447,793	50	.....	223,897	.....	671,690
	Massac	625,537	.....	13	.....	81,320	544,217
	Perry	1,285,537	45	.....	578,491	.....	1,864,028
	Pope	879,189	.....	8	.....	70,335	808,854
	Pulaski	571,338	.....	8	.....	45,707	525,631
	Randolph	3,425,041	.....	24	.....	822,010	2,603,031
	Union	1,201,846	44	.....	528,812	.....	1,730,658
	Williamson	1,047,422	28	.....	293,278	.....	1,340,700
19	Edwards	1,691,478	.....	13	.....	219,892	1,471,586
	Franklin	989,656	.....	3	.....	29,690	959,966
	Gallatin	1,132,588	.....	31	.....	351,102	781,486
	Hamilton	851,666	31	.....	264,016	.....	1,115,682
	Hardin	531,024	.....	33	.....	175,238	355,786
	Jefferson	1,362,480	33	.....	449,618	.....	1,812,098
	Richland	2,665,479	.....	34	.....	905,463	1,760,016
	Saline	867,642	6	.....	52,059	.....	919,701
	Wabash	2,012,769	.....	26	.....	523,320	1,489,449
	Wayne	2,562,046	3	.....	76,861	.....	2,638,907
	White	1,142,224	54	.....	616,801	.....	1,759,025
	Grand aggregate	586,022,941	.....	.....	40,108,863	101,981,946	524,149,858

TABLE "A"—CONTINUED.

DISTRICTS.	COUNTIES.	Assessed value of town and city lots.	PER CENT. Add.	PER CENT. Ded.	Amount added.	Amount deducted.	Equalized value of town and city lots.
1	Cook	$100,689,670	100	.....	$100,689,670	.....	$201,379,340
2	DuPage	669,881	15	.....	100,482	.....	770,363
3	Lake	1,125,415	.....	2	.....	$22,508	1,102,907
4	Boone	721,321	.....	44	.....	317,381	403,940
	DeKalb	1,479,576	.....	28	.....	414,281	1,065,295
	Kane	7,794,488	.....	30	.....	2,338,346	5,456,142
	McHenry	1,083,607	.....	22	.....	238,393	845,214
	Winnebago	2,314,162	.....	34	.....	786,815	1,527,347
5	Carroll	667,417	.....	32	.....	213,573	453,844
	JoDaviess	1,087,076	.....	35	.....	380,477	706,599
	Ogle	1,569,039	.....	38	.....	596,235	972,804
	Stephenson	2,212,659	.....	34	.....	752,304	1,460,355
	Whiteside	2,322,830	.....	24	.....	557,479	1,765,351
6	Bureau	559,406	137	.....	766,386	.....	1,325,792
	Henry	1,832,146	.....	18	.....	329,786	1,502,360
	Lee	1,739,562	.....	27	.....	469,682	1,269,880
	Putnam	179,921	.....	23	.....	41,382	138,539
	Rock Island	4,372,843	.....	22	.....	962,025	3,410,818
7	Grundy	680,230	.....	6	.....	40,814	639,416
	Kendall	501,115	.....	27	.....	135,301	365,814
	LaSalle	6,032,747	.....	23	.....	1,387,532	4,645,215
	Will	4,123,870	9	.....	371,148	.....	4,495,018
8	Ford	460,313	.....	26	.....	119,681	340,632
	Iroquois	1,005,762	.....	21	.....	211,210	794,552
	Kankakee	761,168	3	.....	22,835	.....	784,003
	Livingston	1,478,328	.....	14	.....	206,966	1,271,362
	Marshall	811,592	.....	25	.....	202,898	608,694
	Woodford	863,699	.....	12	.....	103,644	760,055
9	Fulton	2,107,492	.....	24	.....	505,798	1,601,694
	Knox	3,672,673	.....	26	.....	954,895	2,717,778
	Peoria	8,536,443	.....	38	.....	3,243,848	5,292,595
	Stark	450,935	.....	40	.....	180,374	270,561
10	Hancock	$1,343,853	.....	19	.....	255,332	1,088,521
	Henderson	159,456	.....	17	.....	27,108	132,348
	McDonough	1,649,030	.....	33	.....	544,180	1,104,850
	Mercer	585,608	.....	4	.....	23,424	562,184
	Schuyler	291,593	.....	9	.....	26,243	265,350
	Warren	1,134,642	.....	28	.....	317,700	816,942
11	Adams	9,876,867	9	.....	888,918	.....	10,765,785
	Brown	351,944	.....	19	.....	66,869	285,075
	Calhoun	26,920	.....	19	.....	5,115	21,805
	Greene	928,331	.....	20	.....	185,666	742,665
	Jersey	763,376	.....	4	.....	30,535	732,841
	Pike	1,118,350	.....	33	.....	369,055	749,295
12	Cass	855,956	.....	5	.....	42,798	813,158
	Christian	1,437,160	.....	19	.....	273,060	1,164,100
	Menard	725,238	.....	33	.....	239,329	485,909
	Morgan	2,847,167	11	.....	313,188	.....	3,160,355
	Sangamon	5,410,964	.....	5	.....	270,548	5,140,416
	Scott	380,041	.....	7	.....	26,603	353,438
13	DeWitt	545,047	.....	9	.....	49,054	495,993
	Logan	1,545,841	.....	25	.....	386,460	1,159,381
	Mason	851,086	.....	15	.....	127,663	723,423
	McLean	6,063,376	.....	11	.....	666,971	5,396,405
	Tazewell	2,506,262	.....	18	.....	451,127	2,055,135
14	Champaign	2,773,378	.....	12	.....	332,805	2,440,573
	Coles	1,541,776	.....	1	.....	15,418	1,526,358
	Douglas	800,533	.....	24	.....	192,128	608,405
	Macon	2,803,739	.....	14	.....	392,523	2,411,216
	Piatt	498,672	.....	9	.....	44,880	453,792
	Vermilion	2,908,672	.....	20	.....	581,734	2,326,938

TABLE "A."—CONTINUED.

DISTRICTS.	COUNTIES.	Assessed value of town and city lots.	PER CENT. Add.	PER CENT. Ded.	Amount added.	Amount deducted.	Equalized value of town and city lots.
15	Crawford	$185,767	.....	5	.....	$9,288	$176,479
	Clark	460,782	6	.....	$27,647	.....	488,429
	Cumberland	95,873	38	.....	36,432	.....	132,305
	Edgar	1,119,481	.....	38	.....	425,403	694,078
	Effingham	339,337	9	.....	30,540	.....	369,877
	Jasper	38,984	26	.....	10,136	.....	49,120
	Lawrence	126,723	18	.....	22,810	.....	149,533
	Moultrie	383,925	7	.....	26,875	.....	410,800
	Shelby	1,064,808	.....	14	.....	149,073	915,735
16	Bond	308,590	18	.....	55,546	.....	364,136
	Clay	463,406	.....	31	.....	143,656	319,750
	Clinton	665,797	.....	26	.....	173,107	492,690
	Fayette	685,538	7	.....	47,988	.....	733,526
	Marion	828,847	18	.....	149,193	.....	978,040
	Montgomery	1,109,038	19	.....	210,717	.....	1,319,755
	Washington	479,045	.....	14	.....	67,066	411,979
17	Macoupin	596,529	114	.....	680,043	.....	1,276,572
	Madison	4,385,700	.....	15	.....	657,855	3,727,845
	Monroe	293,690	7	.....	20,558	.....	314,248
	St. Clair	7,383,298	.....	33	.....	2,436,488	4,946,810
18	Alexander	2,173,721	.....	19	.....	413,007	1,760,714
	Jackson	505,999	27	.....	136,620	.....	642,619
	Johnson	45,250	50	.....	22,625	.....	67,875
	Massac	282,926	.....	13	.....	36,780	246,146
	Perry	322,162	27	.....	86,984	.....	409,146
	Pope	168,396	8	.....	13,472	.....	181,868
	Pulaski	248,546	.....	23	.....	57,166	191,380
	Randolph	973,402	.....	24	.....	233,616	739,786
	Union	231,466	28	.....	64,810	.....	296,276
	Williamson	111,003	28	.....	31,081	.....	142,084
19	Edwards	256,107	.....	13	.....	33,294	222,813
	Franklin	46,874	.....	9	.....	4,219	42,655
	Gallatin	421,037	.....	34	.....	143,153	277,884
	Hamilton	108,257	16	.....	17,321	.....	125,578
	Hardin	100,830	.....	34	.....	34,282	66,548
	Jefferson	243,714	33	.....	80,426	.....	324,140
	Richland	802,771	.....	34	.....	272,942	529,829
	Saline	130,838	.....	12	.....	15,701	115,137
	Wabash	594,864	.....	26	.....	154,664	440,200
	Wayne	185,987	3	.....	5,580	.....	191,567
	White	253,113	52	.....	131,619	.....	384,732
	Grand aggregate	245,854,685	.....	.....	105,061,650	27,118,716	323,797,619

TABLE "B"—*Accompanying and made part of the Report of the Committee on General Equalization.*

Districts.	Counties.	Railroad Personal Property.					
		Assessed value.	Per cent. Add.	Per cent. Ded.	Amount added.	Amount deducted.	Equalized value.
1	Cook	$111,414	76	.....	$84,675	.....	$196,089
2	DuPage	2,995	14	.....	419	.....	3,414
3	Lake	1,215	13	.....	158	.....	1,373
4	Boone	1,050	.....	40	.....	$420	630
	DeKalb	903	.....	30	.....	271	632
	Kane	320,359	.....	30	.....	96,108	224,251
	McHenry	9,508	.....	25	.....	2,377	7,131
	Winnebago	4,025	.....	34	.....	1,368	2,657
5	Carroll	5,866	.....	32	.....	1,877	3,989
	Jo Daviess	4,200	.....	34	.....	1,428	2,772
	Ogle	270	.....	41	.....	111	159
	Stephenson	7,589	.....	34	.....	2,580	5,009
	Whiteside	7,419	.....	25	.....	1,855	5,564
6	Bureau	8,431	103	.....	8,684	.....	17,115
	Henry	2,160	.....	18	.....	389	1,771
	Lee	9,003	.....	28	.....	2,521	6,482
	Putnam	30	.....	22	.....	7	23
	Rock Island	12,236	.....	15	.....	1,835	10,401
7	Grundy	175	.....	7	.....	12	163
	Kendall	1,950	.....	27	.....	527	1,423
	LaSalle	5,330	.....	23	.....	1,226	4,104
	Will	6,613	9	.....	595	.....	7,208
8	Ford	.....	.....	.....	.....	.....	.....
	Iroquois	665	.....	20	.....	133	532
	Kankakee	85	3	.....	3	.....	88
	Livingston	409	.....	15	.....	61	348
	Marshall	1,095	.....	25	.....	274	821
	Woodford	303	.....	12	.....	36	267
9	Fulton	15,045	.....	35	.....	5,266	9,779
	Knox	148,334	.....	34	.....	50,434	97,900
	Peoria	31,794	.....	25	.....	7,948	23,846
	Stark	507	.....	35	.....	177	330
10	Hancock	7,074	.....	19	.....	1,344	5,730
	Henderson	1,543	.....	17	.....	262	1,281
	McDonough	4,778	.....	34	.....	1,625	3,153
	Mercer	778	.....	4	.....	31	747
	Schuyler	1,031	.....	10	.....	103	928
	Warren	1,163	.....	28	.....	326	837
11	Adams	9,300	.....	11	.....	1,023	8,277
	Brown	6,034	.....	24	.....	1,448	4,586
	Calhoun	.....	.....	.....	.....	.....	.....
	Greene	1,325	.....	31	.....	411	914
	Jersey	225	.....	4	.....	9	216
	Pike	2,873	.....	23	.....	661	2,212
12	Cass	5,650	.....	5	.....	282	5,368
	Christian	10,911	.....	18	.....	1,964	8,947
	Menard	170	.....	34	.....	58	112
	Morgan	4,083	.....	5	.....	204	3,879
	Sangamon	21,085	.....	28	.....	5,904	15,181
	Scott	1,736	.....	7	.....	122	1,614
13	DeWitt	7,085	.....	10	.....	709	6,376
	Logan	1,623	.....	23	.....	373	1,250
	Mason	1,620	.....	16	.....	259	1,361
	McLean	301,340	.....	12	.....	36,161	265,179
	Tazewell	9,365	.....	17	.....	1,592	7,773
14	Champaign	14,759	.....	36	.....	5,313	9,446
	Coles	55,378	.....	6	.....	3,323	52,055
	Douglas	.....	.....	.....	.....	.....	.....
	Macon	7,960	.....	42	.....	3,343	4,617
	Piatt	1,511	.....	19	.....	287	1,224
	Vermilion	7,278	.....	20	.....	1,456	5,822

TABLE "B"—CONTINUED.

DISTRICTS.	COUNTIES.	RAILROAD PERSONAL PROPERTY.					
		Assessed value.	Per cent. Add.	Per cent. Ded.	Amount added.	Amount deducted.	Equalized value.
15	Crawford						
	Clark						
	Cumberland						
	Edgar	$1,040	20		$208		$1,248
	Effingham	5,120	10		512		5,632
	Jasper						
	Lawrence	718	21		151		869
	Moultrie	45		26		$12	33
	Shelby	200		26		52	148
16	Bond	100	4		4		104
	Clay	485		24		116	369
	Clinton	625		26		162	463
	Fayette	100		9		9	91
	Marion	500		3		15	485
	Montgomery	2,321		1		23	2,298
	Washington	265		27		72	193
17	Macoupin	894	114		1,019		1,913
	Madison	4,520		15		678	3,842
	Monroe						
	St. Clair	71,425		33		23,570	47,855
18	Alexander	67	00	00			67
	Jackson	55,180	4		2,207		57,387
	Johnson	105	50		53		158
	Massac						
	Perry	250	11		28		278
	Pope						
	Pulaski	80		8		6	74
	Randolph						
	Union						
	Williamson	5	28		1		6
19	Edwards						
	Franklin						
	Gallatin	345		31		107	238
	Hamilton	900	13		117		1,017
	Hardin						
	Jefferson	7,625	33		2,516		10,141
	Richland	500		34		170	330
	Sahne	40	6		2		42
	Wabash	98		24		24	74
	Wayne	95	3		3		98
	White	1,807	54		976		2,783
	Grand aggregate	1,364,111			102,331	272,850	2,193,592

TABLE "B"—CONTINUED.

DISTRICTS	COUNTIES.	RAILROAD LANDS.					
		Assessed value.	Per cent. Add.	Per cent. Ded.	Amount added.	Amount deducted.	Equalized value.
1	Cook	$236,994	101	.....	$239,364	.....	$476,358
2	DuPage	145	15	.....	22	.....	167
3	Lake	.....	.....	.....	.....	.....	.....
4	Boone	1,895	.....	44	.....	$834	1,061
	DeKalb	280	.....	25	.....	70	210
	Kane	289,043	.....	28	.....	80,932	208,111
	McHenry	602	.....	28	.....	169	433
	Winnebago	575	.....	34	.....	195	380
5	Carroll	275	.....	31	.....	85	190
	JoDaviess	.....	.....	.....	.....	.....	.....
	Ogle	.....	.....	.....	.....	.....	.....
	Stephenson	360	.....	33	.....	119	241
	Whiteside	159	.....	25	.....	40	119
6	Bureau	2,019	137	.....	2,766	.....	4,785
	Henry	12,033	.....	18	.....	2,166	9,867
	Lee	625	.....	27	.....	169	456
	Putnam	.....	.....	.....	.....	.....	.....
	Rock Island	25,000	.....	13	.....	3,250	21,750
7	Grundy	.....	.....	.....	.....	.....	.....
	Kendall	.....	.....	.....	.....	.....	.....
	LaSalle	5,272	.....	22	.....	1,160	4,112
	Will	23,139	10	.....	2,314	.....	25,453
8	Ford	33	.....	25	.....	8	25
	Iroquois	783	.....	20	.....	157	626
	Kankakee	396	2	.....	8	.....	404
	Livingston	51	.....	16	.....	8	43
	Marshall	1,190	.....	24	.....	286	904
	Woodford	129	.....	12	.....	15	114
9	Fulton	2,385	.....	24	.....	572	1,813
	Knox	106,391	.....	26	.....	27,662	78,729
	Peoria	138	.....	38	.....	52	86
	Stark	.....	.....	.....	.....	.....	.....
10	Hancock	12,254	.....	20	.....	2,451	9,803
	Henderson	1,488	.....	17	.....	253	1,235
	McDonough	1,416	.....	33	.....	467	949
	Mercer	.....	.....	.....	.....	.....	.....
	Schuyler	506	.....	9	.....	45	461
	Warren	.....	.....	.....	.....	.....	.....
11	Adams	16,102	9	.....	1,449	.....	17,551
	Brown	2,281	.....	19	.....	433	1,848
	Calhoun	.....	.....	.....	.....	.....	.....
	Greene	928	.....	20	.....	186	742
	Jersey	.....	.....	.....	.....	.....	.....
	Pike	2,743	.....	23	.....	631	2,112
12	Cass	910	.....	5	.....	45	865
	Christian	53,054	.....	19	.....	10,080	42,974
	Menard	.....	.....	.....	.....	.....	.....
	Morgan	5,750	26	.....	1,495	.....	7,245
	Sangamon	4,685	.....	12	.....	562	4,123
	Scott	3,520	.....	7	.....	246	3,274
13	DeWitt	32,600	.....	9	.....	2,934	29,666
	Logan	300	.....	25	.....	75	225
	Mason	3,187	.....	16	.....	510	2,677
	McLean	24,404	.....	11	.....	2,684	21,720
	Tazewell	.....	.....	.....	.....	.....	.....
14	Champaign	125	.....	12	.....	15	110
	Coles	11,021	.....	1	.....	110	10,911
	Douglas	28,270	.....	24	.....	6,785	21,485
	Macon	8,110	.....	14	.....	1,135	6,975
	Piatt	.....	.....	.....	.....	.....	.....
	Vermilion	134,670	.....	5	.....	6,734	127,936

TABLE "B"—CONTINUED.

Districts	Counties.	Railroad Lands.					
		Assessed value.	Per cent.		Amount added.	Amount deducted.	Equalized value.
			Add.	Ded.			
15	Crawford						
	Clark						
	Cumberland						
	Edgar						
	Effingham	$15,120	10		$1,512		$16,632
	Jasper						
	Lawrence	100	18		18		118
	Moultrie						
	Shelby						
16	Bond	1,225	19		233		1,458
	Clay						
	Clinton	9,045		27		$2,442	6,603
	Fayette						
	Marion						
	Montgomery	2,402	19		456		2,858
	Washington	200		15		30	170
17	Macoupin	1,280	113		1,446		2,726
	Madison	12,330		15		1,850	10,480
	Monroe						
	St. Clair	675,507		28		189,142	486,365
18	Alexander						
	Jackson	265,651	60		159,391		425,042
	Johnson	3,402	50		1,701		5,103
	Massac						
	Perry	200	45		90		290
	Pope						
	Pulaski	640		8		51	589
	Randolph						
	Union						
	Williamson	500	28		140		640
19	Edwards						
	Franklin						
	Gallatin						
	Hamilton	4,050	31		1,256		5,306
	Hardin						
	Jefferson	36	33		12		48
	Richland	200		34		68	132
	Saline						
	Wabash						
	Wayne						
	White	189	54		102		291
	Grand aggregate	2,050,313			413,775	347,913	2,116,175

TABLE "B"—CONTINUED.

DISTRICTS.	COUNTIES.	RAILROAD, TOWN AND CITY LOTS.					
		Assessed value.	Per cent. Add.	Per cent. Ded.	Amount added.	Amount deducted.	Equalized value.
1	Cook	$1,008,676	100	.....	$1,008,676	.....	$2,017,352
2	DuPage	60	15	.....	9	.....	69
3	Lake	340	.....	2	.....	7	333
4	Boone	.....	.....	.....	.....	.....	.....
	DeKalb	2,065	.....	28	.....	$578	1,487
	Kane	4,300	.....	30	.....	1,290	3,010
	McHenry	.....	.....	.....	.....	.....	.....
	Winnebago	865	.....	34	.....	294	571
5	Carroll	24,257	.....	32	.....	7,762	16,495
	JoDaviess	.....	.....	.....	.....	.....	.....
	Ogle	.....	.....	.....	.....	.....	.....
	Stephenson	10,780	.....	34	.....	3,665	7,115
	Whiteside	1,575	.....	24	.....	378	1,197
6	Bureau	221	137	.....	303	.....	524
	Henry	1 360	.....	18	.....	245	1,115
	Lee	.....	.....	.....	.....	.....	.....
	Putnam	.....	.....	.....	.....	.....	.....
	Rock Island	250	.....	22	.....	55	195
7	Grundy	25	.....	6	.....	2	23
	Kendall	.....	.....	.....	.....	.....	.....
	LaSalle	1,480	.....	23	.....	340	1,140
	Will	127,100	9	.....	11,439	.....	138,539
8	Ford	64	.....	26	.....	17	47
	Iroquois	1,425	.....	21	.....	299	1,126
	Kankakee	602	3	.....	18	.....	620
	Livingston	443	.....	14	.....	62	381
	Marshall	.....	.....	.....	.....	.....	.....
	Woodford	546	.....	12	.....	66	480
9	Fulton	1,600	.....	24	.....	384	1,216
	Knox	16,860	.....	26	.....	4,384	12,476
	Peoria	41,150	.....	38	.....	15,637	25,513
	Stark	1,560	.....	40	.....	624	936
10	Hancock	1,815	.....	19	.....	345	1,470
	Henderson	250	.....	17	.....	43	207
	McDonough	400	.....	33	.....	132	268
	Mercer	60	.....	4	.....	2	58
	Schuyler	.....	.....	.....	.....	.....	.....
	Warren	.....	.....	.....	.....	.....	.....
11	Adams	19,659	9	.....	1,769	.....	21,428
	Brown	1,100	.....	19	.....	209	891
	Calhoun	.....	.....	.....	.....	.....	.....
	Greene	.....	.....	.....	.....	.....	.....
	Jersey	.....	.....	.....	.....	.....	.....
	Pike	2,975	.....	33	.....	982	1,993
12	Cass	26,290	.....	5	.....	1,315	24,975
	Christian	4,805	.....	19	.....	913	3,892
	Menard	1,670	.....	33	.....	551	1,119
	Morgan	18,780	11	.....	2,066	.....	20,846
	Sangamon	125,030	.....	5	.....	6,252	118,778
	Scott	2,260	.....	7	.....	158	2,102
13	DeWitt	.....	.....	.....	.....	.....	.....
	Logan	4,275	.....	25	.....	1,069	3,206
	Mason	400	.....	15	.....	60	340
	McLean	315,135	.....	11	.....	34,665	280,470
	Tazewell	.....	.....	.....	.....	.....	.....
14	Champaign	42,525	.....	12	.....	5,103	37,422
	Coles	100,390	.....	1	.....	1,004	99,386
	Douglas	.....	.....	.....	.....	.....	.....
	Macon	.....	.....	.....	.....	.....	.....
	Piatt	4,720	.....	9	.....	425	4,295
	Vermilion	31,655	.....	20	.....	6,331	25,324

TABLE "B"—CONTINUED.

Districts	Counties.	Railroad, Town and City Lots.					
		Assessed value.	Per cent.		Amount added.	Amount deducted.	Equalized value.
			Add.	Ded.			
15	Crawford						
	Clark	$750	6		45		795
	Cumberland						
	Edgar						
	Effingham						
	Jasper						
	Lawrence	325	18		59		384
	Moultrie						
	Shelby						
16	Bond						
	Clay						
	Clinton	3,100		26		806	2,294
	Fayette	1,708	7		120		1,828
	Marion						
	Montgomery	15,975	19		3,035		19,010
	Washington	500		14		70	430
17	Macoupin	440	114		502		942
	Madison	45,090		15		6,764	38,326
	Monroe						
	St. Clair	800,105		33		264,035	536,070
18	Alexander	6,120		19		1,163	4,957
	Jackson	42,924	27		11,589		54,513
	Johnston						
	Massac						
	Perry	300	27		81		381
	Pope						
	Pulaski						
	Randolph						
	Union						
	Williamson						
19	Edwards						
	Franklin						
	Gallatin	10,220		34		3,475	6,745
	Hamilton						
	Hardin						
	Jefferson	17,300	33		5,709		23,009
	Richland						
	Saline						
	Wabash						
	Wayne						
	White						
	Grand aggregate	2,896,655			1,045,420	371,961	3,570,114

TABLE "C"—*Showing the rates per cent. of addition to, or deduction from the assessed value of each class of property, in each county in the State, other than Railroad Property. Accompanying and made part of the Report of the Committee on General Equalization.*

COUNTIES.	PERSONAL PROPERTY		LANDS.		TOWN AND CITY LOTS.	
	Add.	Ded.	Add.	Ded.	Add.	Ded.
Adams		11	9		9	
Alexander	0	0	0	0		19
Bond	4		19		18	
Boone		40		44		44
Brown		24		19		19
Bureau	103		137		137	
Calhoun		31		19		19
Carroll		32		31		32
Cass		5		5		5
Champaign		36		12		12
Christian		18		19		19
Clark		1	6		6	
Clay		24		31		31
Clinton		26		27		26
Coles		6		1		1
Cook	76		101		100	
Crawford		13		5		5
Cumberland	36		38		38	
DeKalb		30		25		28
DeWitt		10		9		9
Douglas		32		24		24
DuPage	14		15		15	
Edgar	20		3			38
Edwards		13		13		13
Effingham	10		10		9	
Fayette		9	8		7	
Ford		25		25		26
Franklin		5		3		9
Fulton		35		24		24
Gallatin		31		31		34
Greene		31		20		20
Grundy		7		6		6
Hamilton	13		31		16	
Hancock		19		20		19
Hardin		33		33		34
Henderson		17		17		17
Henry		18		18		18
Iroquois		20		20		21
Jackson	4		60		27	
Jasper	25		26		26	
Jefferson	33		33		33	
Jersey		4		3		4
Jo Daviess		34		34		35
Johnson	50		50		50	
Kane		30		28		30
Kankakee	3		2		3	
Kendall		27		27		27
Knox		34		26		26
Lake	13			3		2
La Salle		23		22		23
Lawrence	21		18		18	
Lee		28		27		27
Livingston		15		16		14
Logan		23		25		25
Macon		42		14		14
Macoupin	114		113		114	
Madison		15		15		15
Marion		3	19		18	
Marshall		25		24		25
Mason		16		16		15
Massac		13		13		13
McDonough		34		33		33
McHenry		25		28		22
McLean		12		11		11
Menard		34		34		33
Mercer		4		4		4
Monroe	6		7		7	
Montgomery		1	19		19	
Morgan		5	26		11	
Moultrie		26		21	7	

TABLE "C"—CONTINUED.

COUNTIES.	PERSONAL PROPERTY		LANDS.		TOWN AND CITY LOTS.	
	Add.	Ded.	Add.	Ded.	Add.	Ded.
Ogle		41		38		38
Peoria		25		38		38
Perry	11		45		27	
Piatt		19		9		9
Pike		23		23		33
Pope		8		8	8	
Pulaski		8		8		23
Putnam		22		23		23
Randolph		24		24		24
Richland		34		34		34
Rock Island		15		13		22
Saline	6		6			12
Sangamon		28		12		5
Schuyler		10		9		9
Scott		7		7		7
Shelby		26		21		14
Stark		35		40		40
St. Clair		33		28		33
Stephenson		34		33		34
Tazewell		17		18		18
Union	0	0	44		28	
Vermilion		20		5		20
Wabash		24		26		26
Warren		28		28		28
Washington		27		15		14
Wayne	3		3		3	
White	54		54		52	
Whiteside		25		25		24
Will	9		10		9	
Williamson	28		28		28	
Winnebago		34		34		34
Woodford		12		12		12

TABLE "D."—*Showing the rates per cent. of addition to, or deduction from, the assessed value of each class of railroad property assessed in counties. Accompanying and made part of the report of the Committee on General Equalization.*

COUNTIES.	PERSONAL PROPERTY		LANDS.		TOWN AND CITY LOTS.	
	Add.	Ded.	Add.	Ded.	Add.	Ded.
Adams		11	9		9	
Alexander	0	0				19
Bond	4		19			
Boone		40		44		
Brown		24		19		19
Bureau	103		137		137	
Calhoun						
Carroll		32		31		32
Cass		5		5		5
Champaign		36		12		12
Christian		18		19		19
Clark					6	
Clay		24				
Clinton		26		27		26
Coles		6		1		1
Cook	76		101		100	
Crawford						
Cumberland						
DeKalb		30		25		28
DeWitt		10		9		
Douglas				24		
DuPage	14		15		15	
Edgar	20					
Edwards						
Effingham	10		10			
Fayette		9			7	

TABLE "D"—CONTINUED.

COUNTIES.	PERSONAL PROPERTY		LANDS.		TOWN AND CITY LOTS.	
	Add.	Ded.	Add.	Ded.	Add.	Ded.
Ford				25		26
Franklin						
Fulton		35		24		24
Gallatin		31				34
Greene		31		20		
Grundy		7				6
Hamilton	13		31			
Hancock		19		20		19
Hardin						
Henderson		17		17		17
Henry		18		18		18
Iroquois		20		20		21
Jackson	4		60		27	
Jasper						
Jefferson	33		33		33	
Jersey		4				
Jo Daviess		34				
Johnson	50		50			
Kane		30		28		30
Kankakee	3		2		3	
Kendall		27				
Knox		34		26		26
Lake	13					2
LaSalle		23		22		23
Lawrence	21		18		18	
Lee		28		27		
Livingston		15		16		14
Logan		23		25		25
Macon		42		14		
Macoupin	114		113		114	
Madison		15		15		15
Marion		3				
Marshall		25		24		
Mason		16		16		15
Massac						
McDonough		34		33		33
McHenry		25		28		
McLean		12		11		11
Menard		34				33
Mercer		4				4
Monroe						
Montgomery		1	19		19	
Morgan		5	26		11	
Moultrie		26				
Ogle		41				
Peoria		25		38		38
Perry	11		45		27	
Piatt		19				9
Pike		23		23		33
Pope						
Pulaski		8		8		
Putnam		22				
Randolph						
Richland		34		34		
Rock Island		15		13		22
Saline	6					
Sangamon		28		12		5
Schuyler		10		9		
Scott		7		7		7
Shelby		26				
Stark		35				40
St. Clair		33		28		33
Stephenson		34		33		34
Tazewell		17				
Union						
Vermilion		20		5		20
Wabash		24				
Warren		28				
Washington		27		15		14
Wayne	3					
White	54		54			
Whiteside		25		25		24
Will	9		10		9	
Williamson	28		28			
Winnebago		34		34		34
Woodford		12		12		12

Mr. McCabe offered the following; which was adopted:

WHEREAS, in the distribution of the assessment of the property of the Louisville, New Albany and St. Louis Railroad Company, for the year 1873, to the counties of Wabash and Edwards, the same was transposed, so that the number of miles of said road in Wabash were given to Edwards and the number in Edwards to Wabash; and whereas, the taxes charged against said property in said counties for 1873 remain unpaid; therefore,

Resolved, That said assessment and the distribution thereof be so corrected that 11 miles of said railroad be placed to Wabash county and 5 miles to Edwards county, and that such correction be certified by the Chairman and Secretary of this Board to the Auditor of Public Accounts, so that the county clerks of said counties, respectively, may be directed to extend back taxes accordingly on the collector's books of the current year.

On motion of Mr. Derickson,

The Board adjourned until Tuesday morning, at 9 o'clock.

OCTOBER 6, 1874.

The Board met, pursuant to adjournment. Mr. Miles in the chair.

The minutes of Friday's proceedings were read and approved.

On motion of Mr. McNutt,

The Board adjourned until 7:30 o'clock, P. M.

7:30 O'CLOCK, P. M.

The Board met, pursuant to adjournment. Mr. Miles in the chair.

Mr. English, Chairman of Committee on the Assessment of Railroad Property, submitted the following report, and moved its adoption:

To the State Board of Equalization:

Your Committee on Assessment of Railroad Property submit the following Exhibit "A," as a report of the assessment of property denominated "railroad track" and "rolling stock" for the year 1874, and recommend that the same be adopted by the Board.

J. G. ENGLISH, *Chairman.*
WM. M. WHITNEY,
ED. B. WARNER,
D. D. PARRY,
S. H. DEWEY.

EXHIBIT "A"—*Showing the assessment of Railroad Property, denominated "Railroad Track" and "Rolling Stock" of each of the Railroads located in the State of Illinois, and the distribution of said assessment to the several counties in which said roads are located.*

NUMBER.	NAME OF COMPANY AND COUNTIES.	RIGHT OF WAY.		MAIN TRACK. SUPERSTRUCTURE.				SIDE, SECOND, OR TURNOUT TRACK. SUPERSTRUCTURE.				Assessed value of rolling st'ck	Total assessed val. of railroad property, denominated "R R. track" and "rolling stock."
		Acres.	Assessed value.	Miles	Feet.	Total in feet.	Assessed value.	Miles	Feet.	Total in feet.	Assessed value.		
1	Cairo and St. Louis Railroad Company:												
	St. Clair	51.59	$533	3	4360	20,200	$9,689	1	.....	5,280	$2,156	$3,284	$15,662
	Monroe	269.82	3,508	25	817	132,817	63,705	.....	3800	3,800	1,551	21,583	90,357
	Randolph	354.29	4,347	31	937	164,617	78,957	1	1636	6,916	2,823	26,763	112,890
	Perry	31.27	360	2	3062	13,622	6,534	.....	.....	.....	.....	2,215	9,109
	Jackson	259.18	2,947	21	695	111,575	53,516	1	4800	10,080	4,165	18,139	78,717
	Total	966.15	$11,695	83	4591	442,831	$212,401	4	4956	26,076	$10,645	$71,994	$306,735
2	Cairo and Vincennes Railroad Company:												
	Alexander	79.	470	5	2199	28,599	18,832	1	1477	6,757	3,433	3,364	26,099
	Pulaski	230.	1,721	19	4430	104,750	68,978	.....	4767	4,767	2,422	12,322	85,443
	Johnson	607.1	2,451	28	1272	149,112	98,191	.....	4913	4,913	2,496	17,541	120,679
	Saline	346.8	2,465	28	2178	150,018	98,788	.....	4168	4,168	2,117	17,647	121,017
	White	372.1	2,825	32	2960	171,920	113,211	1	2736	8,016	4,072	20,224	140,332
	Wabash	296.7	2,173	25	200	132,200	87,055	.....	3031	3,031	1,540	15,551	106,319
	Lawrence	66.2	333	3	4416	20,256	13,338	.....	1285	1,285	653	2,383	16,707
	Williamson	21.6	155	1	4153	9,433	6,211	.....	.....	.....	.....	1,110	7,476
	Edwards	47.2	322	3	3730	19,570	12,886	.....	.....	.....	.....	2,302	15,510
	Gallatin	2.	15	.....	900	900	592	.....	.....	.....	.....	106	713
	Total	2,068.7	$12,930	149	38	786,758	$518,082	6	1257	32,937	$16,733	$92,550	$640,295
3	Carbondale and Shawneetown Railroad Co.:												
	Williamson	175.71	1,529	13	2740	71,380	40,847	.....	4600	4,600	2,261	6,638	51,275
	Jackson	43.98	448	3	5100	20,940	11,983	.....	500	500	246	1,948	14,625
	Total	219.69	$1,977	17	2560	92,320	$52,830	.....	5100	5,100	$2,507	$8,586	$65,900
4	Iron Mountain, Chester and Eastern R. R. Co.:												
	Perry	245.	3,034	21	3660	114,540	71,569	.....	1600	1,600	857	8,554	84,014
	Randolph	221.	2,660	19	65	100,385	62,724	2	2000	12,560	6,726	7,496	79,696
	Total	466.	$5,694	40	3725	214,925	$134,293	2	3600	14,160	$7,583	$16,050	$163,620

5	Chicago and Alton Railroad Company:												
	Cook	262.12	47,710	26	2884	140,164	110,237	9	2344	49,864	35,245	62,015	255,207
	Will	458.05	59,299	32	5251	174,211	137,014	8	5246	47,486	33,564	77,079	106,956
	Grundy	144.16	20,219	11	1319	59,399	46,716	.....	4865	4,865	3,439	26,281	96,655
	Livingston	635.20	91,810	51	440	269,720	212,130	3	732	16,572	11,713	119,337	434,990
	McLean	668.48	102,127	56	4352	300,032	235,970	12	2017	65,377	46,209	132,748	517,054
	Logan	362.13	51,343	28	2995	150,835	118,629	3	1671	17,511	12,377	66,736	249,085
	Sangamon	350.74	62,246	34	3347	182,867	143,822	3	1546	17,386	12,289	80,909	299,266
	Macoupin	694.64	73,243	40	3975	215,175	169,232	3	4060	19,900	14,066	95,204	351,745
	Jersey	183.39	30,339	16	4650	89,130	70,099	.....	3106	3,106	2,195	39,435	142,068
	Madison	259.84	54,986	30	3140	161,540	127,049	7	2397	39,357	27,818	71,473	281,326
	St. Clair	.....	4,380	2	2306	12,866	10,119	3	960	16,800	11,875	5,693	32,067
	LaSalle	147.03	23,607	13	714	69,354	54,546	.....	3853	3,853	2,723	30,686	111,562
	Marshall	337.53	54,303	30	1132	159,532	125,469	2	3301	13,861	9,797	70,585	260,154
	Woodford	145.63	23,712	13	1022	69,662	54,788	.....	4583	4,583	3,239	30,822	112,561
	Tazewell	241.31	43,688	24	1628	128,348	100,944	1	4884	10,164	7,184	56,787	208,603
	Greene	460.52	69,245	38	2788	203,428	159,993	3	1938	17,778	12,566	90,006	331,810
	Scott	34.69	6,846	3	4273	20,113	15,819	.....	1548	1,548	1,094	8,899	32,658
	Morgan	293.64	51,488	28	3421	151,261	118,964	3	2205	18,045	12,755	66,925	250,132
	Cass	32.45	4,353	2	2227	12,787	10,057	.....	1320	1,320	933	5,658	21,001
	Menard	252.81	41,666	23	968	122,408	96,272	.....	4579	4,579	3,237	54,159	195,334
	Mason	150.09	23,040	12	4328	67,688	53,236	1	3615	8,895	6,287	29,948	112,511
	Pike	448.95	43,700	24	1664	128,384	100,972	1	2187	7,467	5,278	56,803	206,753
	Total	6,563.40	$983,350	547	744	2,888,904	$2,272,077	73	4877	390,317	$275,883	$1,278,188	$4,809,498
6	Alton and St. Louis Railroad Co.												
7	St. Louis, Jacksonville and Chicago R. R. Co.	Embraced in the assessment of the Chicago and Alton Railroad Co.											
8	Joliet and Chicago Railroad Co.												
9	Chicago, Burlington and Quincy Railroad Co.:												
	Cook	255.13	$20,086	15	556	79,756	$67,239	39	2801	208,721	154,710	36,016	278,051
	Du Page	289.52	28,810	21	3517	114,397	96,444	21	5188	116,068	86,033	51,659	262,946
	Kane	372.10	34,678	26	416	137,696	116,086	22	953	117,113	86,807	62,181	299,752
	Kendall	400.18	44,576	33	2757	176,997	149,219	9	3058	50,578	37,489	79,928	311,212
	DeKalb	106.43	12,977	9	4008	51,528	43,441	1	5234	10,514	7,793	23,269	87,480
	Lee	301.35	50,477	37	5068	200,428	168,974	1	1763	7,043	5,220	80,508	315,179
	LaSalle	802.02	87,087	65	2596	345,796	291,528	31	305	163,985	121,550	156,154	656,319
	Bureau	939.33	96,814	72	4260	384,420	324,090	10	2085	54,885	40,682	173,595	635,181
	Henry	456.88	46,885	35	1364	186,164	156,948	6	164	31,844	23,604	84,067	311,504
	Knox	1,005.25	94,619	71	822	375,702	316,740	18	2117	97,157	72,016	169,658	653,033
	Warren	260.26	27,758	20	4617	110,217	92,920	2	4145	14,705	10,900	49,772	181,350
	Henderson	437.18	43,093	32	2150	171,110	144,256	6	3720	35,409	26,240	77,270	290,859
	Fulton	625.80	68,486	51	2656	271,936	229,259	4	373	21,493	15,931	122,800	436,476
	McDonough	488.37	45,644	34	1720	181,240	152,796	6	419	32,099	23,793	81,843	304,076
	Hancock	559.35	55,010	41	1947	218,427	184,142	3	1165	17,005	12,605	98,636	350,399
	Adams	751.51	76,018	57	883	301,843	254,473	12	3666	67,026	49,682	136,305	516,478
	Stark	285.41	27,798	20	1778	110,378	93,055	2	376	10,936	8,106	49,844	178,803
	Peoria	449.50	59,625	44	4431	236,751	199,596	7	36	36,996	27,422	106,911	393,554
	Schuyler	137.16	15,146	11	2060	60,140	50,702	1	41	5,321	3,944	27,158	96,950
	Mercer	467.57	47,460	35	3648	188,448	158,874	3	3164	19,004	14,086	85,098	305,518
	Whiteside	481.68	50,755	38	894	201,534	169,906	2	2207	12,767	9,463	91,008	321,132
	Total	9,871.98	$1,033,802	777	2348	4,104,908	$3,460,694	214	740	1,130,660	$838,076	$1,853,680	$7,186,252

EXHIBIT "A"—CONTINUED.

NUMBER.....	NAME OF COMPANY AND COUNTIES.	RIGHT OF WAY AND IMPROVEMENTS.		MAIN TRACK. SUPERSTRUCTURE.				SIDE, SECOND OR TURNOUT TRACK. SUPERSTRUCTURE.				Assessed value of rolling st'ck	Total assessed val. of railroad property, denominated "RR. track" and "rolling stock."
		Acres.	Assessed value.	Miles	Feet.	Total in feet.	Assessed value.	Miles	Feet.	Total in feet.	Assessed value.		
10	Chicago, Danville and Vincennes Railroad Co.:												
	Cook	129.	$3,275	11	3960	62,040	$39,611	.....	3000	3,000	$1,639	$28,768	$73,293
	Will	128.	3,136	11	1328	59,408	37,930	.....	2000	2,000	1,092	27,546	69,704
	Kankakee	226.	5,918	21	1240	112,120	71,585	.....	4200	4,200	2,294	51,989	131,786
	Iroquois	402.	9,823	35	1320	186,120	118,833	.....	4200	4,200	2,294	86,301	217,251
	Vermilion	327.	8,028	28	4280	152,120	97,125	.....	4640	4,640	2,554	70,536	178,223
	Total	1,212.	$30,180	108	1568	571,808	$365,084	3	2200	18,040	$9,853	$265,140	$670,257
11	Chicago and Iowa Railroad Co.:												
	Kane	168.53	7,028	14	1949	75,869	54,383	.....	4030	4,030	2,364	15,440	79,215
	DeKalb	224.64	9,067	18	2844	97,884	70,162	1	5269	10,549	6,188	19,920	105,337
	Lee	107.52	4,338	8	4589	46,829	33,567	.....	2806	2,806	1,646	9,530	49,081
	Ogle	413.72	17,670	36	689	190,769	136,742	3	2320	18,160	10,653	38,822	203,887
	Total	914.41	$38,103	77	4791	411,351	$294,854	6	3865	35,545	$20,851	$83,712	$437,520
12	Chicago and Northwestern Railway Co.:												
	Cook	834.07	244,687	71	4151	379,031	322,971	61	4894	326,974	237,050	124,119	928,827
	DuPage	333.92	85,454	25	372	132,372	112,794	21	2210	113,090	81,988	43,347	323,583
	Kane	594.86	171,511	50	1678	265,678	226,383	7	744	37,704	27,335	87,000	512,229
	DeKalb	226.62	59,650	17	2640	92,400	78,734	2	3583	14,143	10,254	30,257	178,895
	Ogle	144.11	38,641	11	1777	59,857	51,004	2	3536	14,096	10,219	19,601	119,465
	Lee	355.05	89,060	26	677	137,957	117,553	5	2422	28,822	20,896	45,175	272,684
	Whiteside	429.92	108,285	31	4058	167,738	142,930	6	3858	35,538	25,765	54,927	331,907
	McHenry	1,271.62	328,289	96	1653	508,533	433,319	11	1257	59,337	43,018	166,526	971,152
	Boone	485.33	128,201	37	3229	198,589	169,216	3	234	16,074	11,653	65,030	374,100
	Winnebago	597.58	154,007	45	963	238,563	203,279	6	736	32,416	23,501	78,120	458,907
	Stephenson	190.13	40,248	11	4266	62,346	53,125	2	2058	12,618	9,148	20,416	122,937
	Lake	352.78	97,818	28	3684	151,524	129,114	2	2293	12,853	9,318	49,618	285,868
	Total	5,815.99	$1,545,851	453	2748	2,394,588	$2,040,422	133	1425	703,665	$510,145	$784,136	$4,880,554
13	Chicago, Rock Island and Pacific Railroad Co.:												
	Cook	436.	112,719	32	510	169,470	165,144	32	3565	172,525	119,966	69,705	467,534
	Will	310.	86,860	24	3871	130,591	127,258	12	1264	64,624	44,937	53,714	312,769
	Grundy	270.	71,015	20	1169	106,769	104,044	14	5175	79,095	54,999	43,916	273,974
	LaSalle	359.	110,548	31	2526	166,206	161,964	13	3045	71,685	49,847	68,363	390,722
	Bureau	647.	158,021	44	5260	237,580	231,516	10	2887	55,687	38,723	97,720	525,980
	Putnam	95.	22,036	6	1450	33,130	32,284	.....	2400	2,490	1,731	13,627	69,678

	Marshall	175.	49,484	14	477	74,397	72,498	1	705	5,985	4,162	30,601	156,745
	Peoria	262.	76,757	21	4521	115,401	112,455	5	1222	27,622	19,208	47,466	255,886
	Henry	367.	97,271	27	3684	146,244	142,511	8	3186	45,426	31,588	60,153	331,523
	Rock Island	134.	39,583	11	1431	59,511	57,993	18	436	95,476	66,390	24,478	188,444
	Total	3,055.	$824,294	234	3779	1,229,299	$1,207,667	117	2855	620,615	$431,551	$509,743	$2,973,255
14	Chicago and Pacific Railroad Co.:												
	Cook	254.	5,967	21	3696	114,576	85,475	.....	4004	4,004	2,461	20 443	114,346
	DuPage	116.	3,331	12	599	63,959	47,713	.....	2100	2,100	1,291	11,412	63,747
	Kane	26.	608	2	1106	11,666	8,703	.....	1050	1,050	645	2,081	12,037
	Total	396.	$9,906	36	121	190,201	$141,891	1	1874	7,154	$4,397	$33,936	$190,130
15	Chicago and Paducah Railroad Co.:												
	LaSalle	.....	204	1	630	5,910	3,787	.....	1028	1,028	567	520	5,078
	Livingston	309 40	7,620	41	4694	221,174	141,716	2	2222	12,782	7,049	19,446	175,831
	Ford	123 80	2,814	15	2474	81,674	52,332	1	250	5,530	3,050	7,181	65,377
	Champaign	50 68	1,154	6	1800	33,480	21,452	.....	1000	1,000	551	2,944	26,101
	McLean	18 19	471	2	3120	13,680	8,766	.....	650	650	358	1,203	10,798
	Piatt	281 12	6,396	35	822	185,622	118,936	1	1689	6,969	3,843	16,321	145,496
	Moultrie	172 84	4,022	22	560	116,720	74,788	.....	3750	3,750	2,068	10,262	91,140
	Shelby	146 18	3,465	19	253	100,573	64,442	.....	3268	3,268	1,802	8,843	78,552
	Total	1,102 21	$26,146	143	3793	758,833	$486,219	6	3297	34,977	$19,288	$66,720	$598,373
16	Chicago, Pekin and Southwestern Railroad Co.:												
	Tazewell	243.96	7,322	21	321	111,201	76,198	.....	2900	2,900	1,697	2,711	87,928
	Woodford	244 82	7,078	20	1909	107,509	73,668	1	70	5,350	3,131	2,621	86,498
	Livingston	125 98	3,756	10	4241	57,041	39,086	.....	2100	2,100	1,229	1,391	45,462
	LaSalle	53.12	1,869	5	1990	28,390	19,453	.....	1400	1,400	819	693	22,834
	Total	667 88	$20,025	57	3181	304,141	$208,405	2	1190	11,750	$6,876	$7,416	$242,722
17	Cincinnati, Lafayette and Chicago Railroad Co.:												
	Kankakee	154 60	6,256	12	3985	67,345	51,274	1	1997	7,277	4,622	32,988	95,140
	Irequois	246 06	9,956	20	1583	107,183	81,695	1	4887	10,167	6,457	52,503	150,521
	Total	400 66	$16,212	33	288	174,528	$132,879	3	1604	17,444	$11,079	$85,491	$245,661
18	Columb., Chicago and Ind. Cent. Ry. Co., leased by Pittsburg, Cincin. and St. Louis Ry. Co.:												
	Cook	271.70	15,336	22	1320	117,480	88,167	2	5262	15,822	9,049	48,109	160,661
19	Chicago, Milwaukee and St. Paul Ry. Co.:												
	Lake	305.76	69,936	24	2103	128,823	132,892	2	1240	11,800	8,281	35,598	246,707
	Cook	189 66	57,936	20	1120	106,720	110,090	4	1030	22,150	15,545	29,491	213,062
	Total	495.42	$127,872	44	3223	235,543	$242,982	6	2270	33,950	$23,826	$65,089	$459,769
20	Coal Valley Mining Co.:												
	Rock Island	.....	.....	.....	.....	.....	.....	2	4900	15,460	8,666	21,750	30,416

EXHIBIT "A"—CONTINUED.

NUMBER.	NAME OF COMPANY AND COUNTIES.	RIGHT OF WAY AND IMPROVEMENTS.		MAIN TRACK.				SIDE, SECOND OR TURN-OUT TRACK.				Assessed value of rolling st'ck	Total assessed value of railroad property denominated "Railroad Track" and "Rolling Stock."
				SUPERSTRUCTURE.				SUPERSTRUCTURE.					
		Acres.	Assessed value.	Miles.	Feet.	Total in feet.	Assessed value.	Miles	Feet.	Total in feet.	Assessed value.		
21	Evansville, Terre Haute and Chicago Railw. Co.:												
	Vermilion	62.66	$2,928	6	1320	33,000	$25,114	.....	3050	3,050	$2,066	$13,817	$43,925
22	Gilman, Clinton and Springfield Railroad Co.:												
	Iroquois	114 01	3,666	9	1466	48,986	31,884	.....	4857	4,857	2,710	6,902	45,162
	Ford	310 75	10,134	25	3392	135,392	88,123	.....	5022	5,022	2,802	19,078	120,137
	Champaign	3 07	99	.....	1320	1,320	859	.....	.....	.....	.....	187	1,145
	McLean	127 69	4,312	10	4809	57,609	37,497	.....	1238	1,238	691	8,117	50,617
	DeWitt	332 79	12,897	32	3354	172,314	112,154	1	4252	9,532	5,319	24,280	154,650
	Logan	180 56	6,729	17	140	89,900	58,514	.....	3693	3,693	2,061	12,667	79,971
	Sangamon	161.10	5,992	15	862	80,062	52,111	1	2758	8,038	4,486	11,281	73,870
	Total	1,229.93	$43,829	110	4783	585,583	$381,142	6	700	32,380	$18,069	$82,512	$525,552
23	Grand Tower Mining, Manuf. and Transp. Co.:												
	Jackson	3,123.00	29,907	24	1094	126,720	87,104	6	4638	36,318	20,480	63,396	200,887
24	Illinois and St. Louis Railroad and Coal Co.:												
	St. Clair	176 01	8,280	14	3420	77,340	52,117	5	528	26,928	18,146	71,184	149,727
25	Indianapolis, Bloomington and West'n R. R. Co.:												
	Vermilion	239.48	10,705	23	2543	123,983	94,207	4	4784	25,904	15,807	36,621	157,340
	Champaign	465 30	20,449	44	4530	236,850	179,969	8	2938	45,178	27,569	69,959	297,946
	Piatt	421 90	16,356	35	4645	189,445	143,948	1	2123	7,403	4,518	55,957	220,779
	DeWitt	334 39	13,650	29	4981	158,101	120,132	1	3054	8,334	5,085	46,699	185,566
	McLean	420.20	18,190	39	4760	210,680	160,084	3	1416	17,256	10,530	62,229	251,033
	Tazewell	240 96	9,621	21	557	111,437	84,675	3	3942	19,782	12,071	32,916	139,283
	Peoria	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	Logan	227 80	11,317	24	3200	129,920	98,719	1	1273	6,553	3,999	38,375	152,310
	Mason	288.50	11,751	25	4104	136,104	103,418	1	4413	9,693	5,915	40,202	161,286
	Macon	180.37	7,258	15	4863	84,063	63,875	1	50	5,330	3,253	24,830	99,216
	Total	2,818.90	$119,197	261	2503	1,380,583	$1,049,027	27	2873	145,433	$88,747	$407,788	$1,664,759
26	Indianapolis and St. Louis Railroad Co.:												
	Edgar	303.00	15,955	25	.....	132,000	97,864	2	1306	11,866	7,526	42,108	163,453
	Coles	339.00	17,870	28	.....	147,840	109,608	6	3292	34,972	22,182	47,161	196,821
	Moultrie	48.50	2,553	4	.....	21,120	15,658	.....	1331	1,331	844	6,737	25,792
	Shelby	327.25	17,231	27	.....	142,560	105,694	1	5071	10,351	6,565	45,477	174,967

	Christian	133 32	7,020	11	.....	58,080	43,060	1	3109	8,389	5,321	18,528	73,929
	Montgomery	412.80	21,699	34	.....	179,520	133,095	4	1771	22,891	14,519	57,267	226,580
	Macoupin	242.40	12,764	20	.....	105,600	78,291	1	1652	6,932	4,397	33,687	129,139
	Madison	381.78	20,103	31	2640	166,320	123,309	4	2029	23,149	14,683	53,057	211,152
	St. Clair	30 30	1,596	2	2640	13,200	9,787	5	3052	29,452	18,681	4,211	34,275
	Total	2,218.35	$116,791	183	.....	966,240	$716,366	28	1493	149,333	$94,718	$308,233	$1,236,108
27	Indiana and Illinois Central Railway Co.:												
	Macon	121.70	2,086	11	794	58,874	42,189	.....	1283	1,283	791	12,652	57,718
	Piatt	76.69	2,815	15	246	79,446	56,930	.....	3427	3,427	2,114	17,072	78,931
	Douglas	280.96	5,126	27	2141	144,701	103,691	1	2824	8,104	4,996	31,094	144,907
	Edgar	233 62	4,006	21	2198	113,078	81,031	.....	5174	5,174	3,190	24,298	112,525
	Total	712.97	$14,033	75	99	396,099	$283,841	3	2148	17,988	$11,091	$85,116	$394,081
28	Jacksonville Northwestern and S. E R'way Co.:												
	Morgan	148.21	5,202	19	198	100,518	69,017	1	173	5,453	3,199	10,715	88,133
	Sangamon	61 38	2,346	8	3079	45,319	31,116	.....	1459	1,459	856	4,831	39,149
	Macoupin	15 82	862	3	822	16,662	11,440	.....	846	846	496	1,776	14,574
	Total	225.41	$8,410	30	4099	162,499	$111,573	1	2478	7,758	$4,551	$17,322	$141,856
29	Lake Shore and Michigan Southern R'way Co.:												
	Cook	138 99	19,588	14	.....	73,920	68,699	22	3010	119,170	101,405	59,734	249,426
30	Louisville, N. Albany and St. Louis R'way Co.:												
	Wabash	57.45	693	14	3872	77,792	53,411	.....	352	352	206	5,814	60,124
	Edwards	12.00	141	3	.....	15,840	10,875	.....	968	968	568	1,184	12,768
	Total	69.45	$834	17	3872	93,632	$64,286	.....	1320	1,320	$774	$6,998	$72,892
31	Michigan Central Railroad Co.:												
	Cook	74.80	12,726	6	1321	33,001	33,606	1	4720	10,000	6,433	50,395	103,160
32	Joliet and Northern Indiana Railroad Co.:												
	Cook	168.70	10,191	13	4614	73,254	52,363	.....	2000	2,000	829	11,720	75,103
	Will	180 00	11,028	15	65	79,265	56,660	.....	1000	1,000	415	12,682	80,785
	Total	348.70	$21,219	28	4679	152 519	$109,023	.....	3000	3,000	$1,244	$24,402	$155,888
33	Ohio and Mississippi Railway Co.:												
	Lawrence	330.00	9,975	21	2035	112,915	80,635	1	4050	9,330	5,263	63,692	159,565
	Richland	291.00	9,550	20	2515	108,115	77,208	2	3293	13,853	7,815	60,985	155,558
	Clay	293 00	10,661	22	4530	120,690	86,188	2	4330	14,890	8,400	68,078	173,327
	Marion	324.00	11,194	23	5275	126,715	90,490	3	3620	19,460	10,978	71,477	184,139
	Clinton	383.00	14,157	30	1860	160,260	114,445	3	4860	20,700	11,677	90,399	230,678
	St. Clair	409.00	12,708	27	1303	143,863	102,736	12	4572	67,932	38,322	81,149	234,915
	Total	2,030 00	$68,245	146	1678	772,558	$551,702	27	3605	146,165	$82,455	$435,780	$1,138,182

EXHIBIT "A"—CONTINUED.

NUMBER	NAME OF COMPANY AND COUNTIES.	RIGHT OF WAY AND IMPROVEMENTS.		MAIN TRACK. SUPERSTRUCTURE.				SIDE, SECOND OR TURNOUT TRACK. SUPERSTRUCTURE.				Assessed value of rolling st'ck	Total assessed val. of railroad property, denominated "R.R. track" and "rolling stock."
		Acres.	Assessed value.	Miles	Feet.	Total in feet.	Assessed value.	Miles	Feet.	Total in feet.	Assessed value.		
34	Paris and Danville Railroad Co.:												
	Edgar	148.71	$3,162	19	528	100,848	$74,490	.....	2300	2,300	$1,469	$80	$79,201
	Vermilion	124.00	2,565	15	2640	81,840	60,450	.....	2000	2,000	1,277	64	64,356
	Total	272.71	$5,727	34	3168	182,688	$134,940	.....	4300	4,300	$2,746	$144	$143,557
35	Paris and Decatur Railroad Co.:												
	Edgar	111.40	2 999	13	4960	73,600	46,448	.....	790	790	499	13,472	63,418
	Coles	38.20	1,133	5	1400	27,800	17,544	.....	1000	1,000	631	5,089	24,397
	Douglas	190.30	4,829	22	2340	118,500	74,784	.....	4000	4,000	2,524	21,690	103,827
	Moultrie	115.60	3,422	15	4780	83,980	52,999	.....	4100	4,100	2,588	15,372	74,381
	Macon	112.80	3,342	15	2800	82,000	51,749	.....	3000	3,000	1,893	15,009	71,993
	Total	568.30	$15,725	73	440	385,880	$243,524	2	2330	12,890	$8,135	$70,632	$338,016
36	Peoria, Pekin and Jacksonville Railroad Co.:												
	Peoria	84.03	2,324	9	4555	52,075	32,724	3	110	15,950	8,428	11,158	54,634
	Tazewell	122.23	2,788	11	4415	62,495	39,273	2	3484	14,044	7,421	13,391	62,873
	Mason	411.47	8,641	36	3565	193,645	121,688	2	4443	15,003	7,928	41,494	179,751
	Cass	180.31	3,547	15	229	79,489	49,952	1	2644	7,924	4,187	17,032	74,718
	Morgan	109,68	2,316	9	4375	51,895	32,611	1	4453	9,733	5,143	11,119	51,189
	Total	907,72	$19,616	83	1359	439,599	$276,248	11	4574	62,654	$33,107	$94,194	$423,165
37	Peoria and Rock Island Railway Co.:												
	Peoria	270.72	8,321	24	1367	128,087	86,079	.....	4860	4,860	2,816	16,883	114,099
	Stark	224.61	6,582	19	989	101,309	68,083	.....	4900	4,900	2,840	13,354	90,859
	Knox	23.06	699	2	200	10,760	7,231	.....	.....	.....	.....	1,418	9 348
	Henry	367.80	10,869	31	3625	167,305	112,435	1	1520	6,800	3,941	22,052	149,297
	Rock Island	143.46	4,663	13	3137	71,777	48,237	.....	4500	4,500	2,608	9,461	64,969
	Total	1,029.65	$31.134	90	4038	479,238	$322,065	3	5220	21,060	$12,205	$63,168	$428,572
38	Pittsburg, Ft. Wayne and Chicago Railway Co., leased by Pennsylvania Co.:												
	Cook	123.57	18,536	14	3785	77,705	64,088	28	3799	151,631	125,612	62,024	270,260

39	Rockford, Rock Island and St. Louis R. R. Co.:												
	Whiteside	249.23	7,020	27	3978	146,338	66,490	1	1822	7,102	3,222	32,586	109,318
	Rock Island	309.33	4,643	18	1881	96,921	43,977	3	1569	17,409	7,899	21,553	78,072
	Henry	344.79	6,180	24	2280	129,000	58,532	2	1464	12,024	5,456	28,686	98,854
	Knox	67.65	1,346	5	1691	28,091	12,746	.....	957	957	434	6,247	20,773
	Mercer	199.19	2,251	8	4743	46,983	21,318	.....	1089	1,089	494	10,448	34,511
	Henderson	339.72	3,732	14	3986	77,906	35,349	.....	2354	2,354	1,068	17,324	57,473
	Warren	417.20	8,697	34	2037	181,557	82,378	2	2631	13,191	5,985	40,374	137,434
	McDonough	199.13	4,939	19	2779	103,099	46,779	1	444	5,724	2,597	22,927	77,242
	Fulton	184.75	4,109	16	1291	85,771	38,917	1	1662	6,942	3,150	19,073	65,249
	Schuyler	161.76	3,430	13	2946	71,586	32,481	.....	5268	5,268	2,390	15,920	54,221
	Cass	80.08	2,745	10	4507	57,307	26,002	1	2884	8,164	3,704	12,744	45,195
	Morgan	82.16	2,405	9	2696	50,216	22,785	.....	4404	4,404	1,998	11,167	38,355
	Scott	198.55	4,675	18	2541	97,581	44,276	1	1366	6,646	3,016	21,700	73,667
	Greene	249.67	6,028	23	4399	125,839	57,097	1	4068	9,348	4,242	27,983	95,350
	Jersey	72.62	1,444	5	3746	30,146	13,678	.....	1000	1,000	454	6,704	22,280
	Macoupin	157.29	3,411	13	2568	71,208	32,309	.....	5205	5,205	2,362	15,835	53,917
	Madison	80.51	2,250	8	4723	46,963	21,309	.....	3484	3,484	1,581	10,443	35,583
	Total	3,393.63	$69,305	273	5272	1,446,712	$656,423	20	4711	110,311	$50,052	$321,714	$1,097,494
40	Springfield and Northwestern Railroad Co.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
41	St. Louis, Alton and Terre Haute R. R. Co.:												
	St. Clair	355.	10,786	41	479	216,959	154,656	13	4705	73,345	39,534	115,355	320,331
	Randolph	78.	1,722	6	2945	34,625	24,682	.....	2936	2,940	1,585	18,410	46,399
	Perry	237.	5,844	22	1392	117,552	83,795	2	1140	11,700	6,306	62,501	158,446
	Total	670.	$18,352	69	4816	369,136	$263,133	16	3505	87,985	$47,425	$196,266	$525,176
42	St. Louis and Southeastern Railway Co.:												
	St. Clair	392.06	5,920	29	4740	157,860	103,148	4	2055	23,175	12,825	43,907	165,800
	Clinton	52.29	773	3	4770	20,610	13,467	.....	1650	1,650	913	5,733	20,886
	Washington	282.21	5,649	28	2790	150,630	98,424	1	1810	7,090	3,924	41,896	149,893
	Jefferson	305.51	5,322	26	4636	141,916	92,729	1	2737	8,017	4,437	39,473	141,961
	Hamilton	533.43	7,281	36	4074	194,154	126,863	1	3114	8,394	4,645	54,002	192,791
	Saline	192.88	2,531	12	4130	67,490	44,099	.....	1149	1,149	636	18,772	66,038
	Gallatin	108.64	2,700	13	3340	71,980	47,032	.....	2295	2,295	1,270	20,021	71,023
	White	255.63	4,296	21	3660	114,540	74,842	.....	4883	4,883	2,702	31,858	113,698
	Total	2,122.65	$34,472	174	460	919,180	$600,604	10	3853	56,653	$31,352	$255,662	$922,090
43	St. Louis, Vandalia and Terre Haute R. R. Co.:												
	Clark	376.27	15,105	29	2566	155,685	125,178	2	3589	14,149	9,533	69,406	219,222
	Cumberland	313.17	10,842	21	870	111,750	89,852	.....	3210	3,210	2,163	49,819	152,676
	Effingham	322.55	13,156	25	3590	135,590	109,021	2	4598	15,158	10,212	60,448	192,837
	Fayette	377.11	13,241	25	4465	136,465	109,725	1	3594	8,874	5,979	60,838	189,783
	Bond	297.97	11,693	22	4350	120,510	96,896	1	1387	6,667	4,492	53,725	166,806
	Madison	262.15	12,200	23	4295	125,735	101,097	3	1336	17,176	11,572	56,054	180,923
	St. Clair	90.67	5,481	10	4490	56,490	45,421	4	1100	22,220	14,970	25,184	91,056
	Total	2,039.89	$81,718	159	2705	842,225	$677,190	16	2974	87,454	$58,921	$375,474	$1,193,303

EXHIBIT "A"—CONTINUED.

NUMBER.	NAME OF COMPANY AND COUNTIES.	RIGHT OF WAY AND IMPROVEMENTS.		MAIN TRACK. SUPERSTRUCTURE.				SIDE, SECOND, OR TURNOUT TRACK. SUPERSTRUCTURE.				Assessed value of rolling st'ck	Total assessed val. of railroad property, denominated "R R. track" and "rolling stock."
		Acres.	Assessed value.	Miles	Feet.	Total in feet.	Assessed value.	Miles	Feet.	Total in feet.	Assessed value.		
44	Springfield and Illinois Southeastern R'y Co.:												
	Cass	176.84	$4,852	25	670	132,670	$78,490	1	578	5,855	$2,941	$10,973	$97,256
	Sangamon	280.91	6,716	34	4122	183,642	108,646	1	4956	10,236	5,142	15,189	135,693
	Christian	319.89	5,429	28	608	148,448	87,825	2	3659	14,219	7,143	12,278	112,675
	Shelby	154.97	2,721	14	475	74,395	44,013	.....	5270	5,270	2,648	6,153	55,535
	Fayette	16.09	257	1	1736	7,016	4,151	.....	.....	.....	.....	580	4,988
	Effingham	242.85	4,328	22	2184	118,344	70,015	1	4864	10,144	5,096	9,788	89,227
	Clay	305.93	4,948	25	3281	135,281	80,035	1	2858	8,138	4,088	11,189	100,260
	Wayne	305.02	4,863	25	972	132,972	78,669	1	665	5,945	2,987	10,998	97,517
	White	297.04	4,758	24	3371	130,091	76,964	1	2520	7,800	3,918	10,760	96,400
	Gallatin	201.73	3,751	19	2229	102,549	60,670	1	690	5,970	2,999	8,482	75,902
	Total	2,301.27	$42,623	220	3808	1,165,408	$689,478	13	4937	73,577	$36,962	$96,390	$865,453
45	Sycamore and Cortland Railroad Co.:												
	DeKalb	27.31	1,255	4	2640	23,760	15,227	.....	2000	2,000	1,096	4,200	21,778
46	Toledo, Peoria and Warsaw Railway Co.:												
	Iroquois	381.54	18,017	31	2505	166,185	120,027	3	2076	17,916	10,933	86,803	235,780
	Ford	73.	3,446	6	100	31,780	22,953	.....	1652	1,652	1,008	16,600	44,007
	Livingston	221.17	10,368	18	598	95,638	69,074	3	938	16,778	10,238	49,954	139,634
	McLean	269.47	12,063	21	392	111,272	80,365	1	4721	10,001	6,103	58,121	156,652
	Woodford	220.57	10,480	18	1626	96,666	69,816	2	625	11,185	6,825	50,491	137,612
	Tazewell	188.95	9,025	15	4048	83,248	60,125	1	1036	6,316	3,854	43,483	116,487
	Peoria	145.82	7,021	12	1403	64,763	46,775	5	4127	30,527	18,629	33,828	106,253
	Fulton	405.91	19,241	33	3243	177,483	128,187	2	4213	14,773	9,015	92,705	249,148
	McDonough	227.96	15,872	27	3844	146,404	105,740	2	257	10,817	6,601	76,471	204,684
	Hancock	474.65	23,610	41	1299	217,779	157,290	3	639	16,479	10,056	113,752	304,708
	Henderson	56.78	2,679	4	3593	24,713	17,849	.....	1704	1,704	1,040	12,908	34,476
	Total	2,705.82	$131,822	230	1531	1,215,931	$878,201	26	868	138,148	$84,302	$635,116	$1,729,441
47	Toledo, Wabash and Western Railway Co.:												
	Vermilion	219.89	15,836	25	4472	136,472	104,833	6	2612	34,292	22,529	104,035	247,233
	Champaign	229.44	17,446	28	2503	150,343	115,489	4	1103	22,223	14,600	114,609	262,144
	Piatt	123.54	9,465	15	2373	81,573	62,661	2	1656	12,216	8,026	62,185	142,337
	Macon	377.77	24,696	40	1624	212,824	163,483	7	1786	38,746	25,455	162,239	375,873
	Sangamon	352.63	27,255	44	2562	234,882	180,427	10	427	53,227	34,969	179,055	421,706
	Morgan	239.43	18,524	30	1238	159,638	122,628	4	3137	24,257	15,936	121,695	278,783
	Scott	79.84	6,302	10	1512	54,312	41,720	1	3544	8,824	5,797	41,403	95,222

	Pike	15.76	796	1	1584	6,864	5,273	.....	.....	.....	.....	5,233	11,302
	Brown	289.65	14,483	23	3370	124,810	95,874	1	3479	8,759	5,755	95,145	211,287
	Adams	197.09	12,941	21	646	111,526	85,670	1	5111	10,291	6,827	85,018	190,456
	Hancock	212.83	13,585	22	909	117,069	89,928	2	449	11,009	7,233	89,244	199,990
	Christian	336.04	18,915	30	4608	163,008	125,217	2	3087	13,647	8,966	124,264	277,362
	Montgomery	164.61	12,238	19	5146	105,466	81,015	.....	4599	4,599	3,021	80,399	176,673
	Macoupin	71.62	5,292	8	3370	45,610	35,036	.....	3350	3,350	2,201	34,769	77,298
	Madison	301.24	19,812	32	1779	170,739	131,155	1	3518	8,798	5,780	130,157	286,904
	St. Clair	17.67	1,320	2	846	11,376	8,739	2	2394	12,954	8,511	8,672	27,242
	Total	3,229.05	$218,906	357	1552	1,886,512	$1,449,148	50	3292	267,292	$175,606	$1,438,122	$3,281,782
48	Pekin, Lincoln and Decatur Railroad Co.:												
	Macon	121.18	8,823	13	683	69,323	47,539	.....	1620	1,620	1,011	.....	57,373
	Logan	314.46	22,359	33	1443	175,683	120,475	2	2597	13,157	8,212	.....	151,046
	Tazewell	184.45	14,075	20	4987	110,587	75,835	2	4059	14,619	9,125	.....	99,035
	Total	620.09	$45,257	67	1833	355,593	$243,849	5	2996	29,396	$18,348	.....	$307,454
49	Hannibal and Naples Railroad Co.:												
	Scott	45.26	1,332	4	2665	23,785	17,217	.....	.....	.....	.....	.....	18,549
	Pike	532.54	13,335	45	501	238,101	172,353	2	3567	14,127	8,823	.....	194,511
	Total	577.80	$14,667	49	3166	261,886	$189,570	2	3567	14,127	$8,823	.....	$213,060
50	Lafayette, Bloomington and Miss. R'y Co.:												
	McLean	335.34	13,261	27	3290	145,850	103,587	1	2116	7,396	4,513	.....	121,361
	Ford	346.83	15,720	28	3060	150,900	107,174	1	1705	6,985	4,263	.....	125,157
	Vermilion	240.99	10,406	21	3567	114,447	81,284	1	656	5,936	3,622	.....	95,312
	Total	923.16	$37,387	77	4637	411,197	$292,045	3	4477	20,317	$12,398	.....	$341,830
51	Edwardsville Railroad Co.:												
	Madison	48.48	2,909	8	.....	42,240	23,388	1	.....	5,280	2,280	$5,184	33,761
52	Quincy, Alton and St. Louis Railway Co.:												
	Adams	104.70	4,693	15	2400	81,600	53,171	1	672	5,952	3,347	6,138	67,349
	Pike	319.90	8,950	29	2518	155,638	101,426	1	3571	8,851	4,978	11,706	127,060
	Total	424.60	$13,643	41	4918	237,238	$154,597	2	4243	14,803	$8,325	$17,844	$194,409
52½	Quincy, Alt. and St. L. R'y Co. (for year 1873):												
	Adams	88.70	4,331	13	3760	72,400	61,046	.....	952	952	604	11,647	77,628
	Pike	284.90	8,394	26	3020	140,300	118,299	1	3571	8,851	5,619	22,571	154,883
	Total	373.60	$12,725	40	1500	212,700	$179,345	1	4523	9,803	$6,223	$34,218	$232,511
53	Belleville and O'Fallen Railroad Co.:	Embraced in assessment of St. Louis and Southeastern Railway.											

EXHIBIT "A"—CONTINUED.

NUMBER.	NAME OF COMPANY AND COUNTIES.	RIGHT OF WAY AND IMPROVEMENTS.		MAIN TRACK. SUPERSTRUCTURE.				SIDE, SECOND OR TURN-OUT TRACK. SUPERSTRUCTURE.				Assessed value of rolling st'ck	Total assessed value of railroad property denominated "Railroad Track" and "Rolling Stock."
		Acres.	Assessed value.	Miles.	Feet.	Total in feet.	Assessed value.	Miles	Feet.	Total in feet.	Assessed value.		
54	Western Union Railroad Co.:												
	Winnebago	254 61	$8,110	20	301	105,901	$62,064	1	684	5,964	$3,182	$25,289	$98,645
	Stephenson	310 22	9,702	23	5247	126,687	74,246	3	2722	18,562	9,902	30,253	124,103
	Carroll	604.92	17,126	42	1875	223,635	131,063	5	250	26,650	14,216	53,404	215,809
	Whiteside	164 03	5,647	13	5107	73,747	43,220	.....	3085	3,085	1,646	17,611	68,124
	Rock Island	277.84	10,589	26	991	138,271	81,034	2	4115	14,675	7,828	33,019	132,470
	Total	1,611.62	$51,174	126	2961	668,241	$391,627	13	296	68,936	$36,774	$159,576	$639,151
55	East St. Louis and Carondelet Railroad Co:												
	St. Clair	53.00	1,908	9	1320	48,840	38,890	2	1320	11,880	6,035	5,298	52,131
56	Orion and Minersville Railroad Co.:												
	Henry	84.13	1,514	7	3448	40,408	24,688	.....	444	444	226	.....	26,428
57	Quincy and Warsaw Railroad Co	Embraced	in assess	ment	of	Chicago,	Burlington	and	Quin	cy	Rail	road.	
58	Chicago and Illinois Southern Railroad Co.:												
	Coles	77.00	1,326	7	.....	36,960	22,401	.....	300	300	182	.....	23,909
	Moultrie	274.00	4,166	22	.....	116,160	70,403	.....	2794	2,794	1,700	.....	76,269
	Macon	33.00	568	3	.....	15,840	9,600	.....	800	800	487	.....	10,655
	Total	384.00	$6,060	32	.....	168,960	$102,404	.....	3894	3,894	$2,369	.....	$110,833
	Grand aggregate	72,178.41	$6,045,795	5,997	323	.....	$23,303,219	959	4486	.....	$3,420,509	$10,754,193	$43,529,716

The report was adopted by the following vote:

Those voting in the affirmative were,

Messrs. Dewey,	Messrs. McCawley,	Messrs. Savage,
Diggins,	McMaster,	Warner,
English,	McNutt,	Whiteside,
Fisher.	Miles,	Whitney,
Hunter,	Parry,	Willmarth.

Mr. McCabe voted in the negative.

On motion of Mr. McMaster,

The Board adjourned until 10 o'clock to-morrow morning.

OCTOBER 7, 1874.

The Board met, pursuant to adjournment. Mr. Miles in the chair.

The minutes of yesterday's proceedings were read and approved.

The Committee on Assessment of Capital Stock of Corporations presented the following report:

To the State Board of Equalization:

Your Committee on Assessment of Capital Stock of Corporations, present the result of their work herewith, in Tables "A," "B" and "C."

Table "A" shows the Assessment of Capital Stock of Railroads.

Table "B" shows the distribution of said assessment to the counties through which the roads run.

Table "C" shows the Assessment of Capital Stock of Companies and Associations incorporated under the laws of this State, other than Railroad Companies.

Respectfully submitted.

R. W. MILES, *Chairman.*
GEORGE HUNTER,
D. L. McCAWLEY,
JOHN W. SAVAGE,
S. D. FISHER,
Committee on Assessment of Capital Stock of Corporations.

TABLE "A."—*Showing the Assessment made by the State Board of Equalization on the Capital Stock of Railroads—accompanying and made part of the Report of the Committee on Assessment of Capital Stock of Corporations.*

Name of Company.	Capital Stock paid up.		Total Indebtedness, except for current expenses.		Market or actual value of paid capital stock and debt, as determined by the State Board.	Capital stock & debt as equalized, with the aggregate assessment of the state, by deducting 40 per cent. of market or actual value.	Total equalized value of tangible property, assessed by State Board and in counties.	Assessed and equalized value of capital stock, being excess of equalized value of capital stock and debt over equalized value of tangible property.
	Total.	Proportion in Illinois.	Total.	Proportion in Illinois.				
Cairo and St. Louis Railroad Company	$2,448,000	$2,448,000	$2,853,170	$2,853,170	$498,000	$298,800	$338,627	.....
Cairo and Vincennes	2,624,300	2,494,685	5,000,000	4,753,044	1,050,000	599,808	653,896	.....
Carbondale and Shawneetown	336,200	336,200	241,735	241,735	000	.....	66,644	.....
Iron Mountain, Chester and Eastern	.....	.....	.....	.....	000	.....	164,569	.....
Chicago and Alton Alton and St. Louis	11,355,300	11,355,300	7,311,900	7,311,900	18,667,200	11,200,320	5,565,050	7,629,829
St. Louis, Jacksonville and Chicago	2,348,600	2,348,600	2,725,000	2,725,000	2,650,835	1,590,501		
Joliet and Chicago	1,500,000	1,500,000	349,000	349,000	673,430	404,058		
Chicago, Burlington and Quincy	26,431,063	16,624,606	16,704,669	16,704,669	33,329,275	19,997,565	7,873,897	12,123,668
Chicago, Danville and Vincennes	2,500,000	2,119,365	3,217,316	2,727,466	1,363,733	818,240	711,372	106,868
Chicago and Iowa	1,360,000	1,360,000	1,800,000	1,800,000	1,691,000	1,014,600	437,867	576,733
Chicago and Northwestern	36,477,174	8,313,693	29,641,500	6,755,741	10,385,644	6,231,386	5,374,461	856,925
Chicago, Rock Island and Pacific	20,980,000	5,045,426	8,972,140	2,157,687	7,203,113	4,321,868	4,087,932	233,936
Chicago and Pacific	232,900	232,900	180,000	180,000	296,450	177,870	192,418	.....
Chicago and Paducah	.....	.....	2,963,335	2,963,335	889,000	533,400	598,882	.....
Chicago, Pekin and Southwestern	716,500	716,500	1,067,238	1,067,238	693,705	416,223	242,743	173,480
Cincinnati, Lafayette and Chicago	1,929,200	853,667	1,620,000	722,431	436,134	251,680	246,477	5,203
Columbus, Chicago and Indiana Central	13,762,842	527,351	25,001,320	957,976	797,584	478,550	306,881	171,669
Chicago, Milwaukee and St. Paul	27,673,744	882,443	27,579,939	879,451	1,097,650	658,590	460,979	197,611
Coal Valley Mining Company	300,000	300,000	.....	.....	60,000	36,000	30,501	5,499
Evansville, Terre Haute and Chicago	414,727	52,598	1,226,043	155,493	158,468	95,081	45,091	49,990
Gilman, Clinton and Springfield	2,000,000	2,000,000	.....	.....	900,000	540,000	570,268	.....
Grand Tower and Carbondale	.....	.....	.....	.....	000	.....	737,726	.....
Illinois and St. Louis	1,361,100	1,361,100	275,231	275,231	727,845	436,707	212,898	223,809
Indianapolis, Bloomington and Western	5,867,200	4,512,119	6,199,000	4,778,464	3,135,300	1,881,180	1,732,503	148,677
Indianapolis and St. Louis, St. L., A. and T.H.	pro rate by	mileage.	.....	.....	4,509,792	2,705,875	1,580,736	1,125,139
Indiana and Illinois Central	2,000,000	1,754,440	918,319	805,568	000	.....	415,566	.....
Jacksonville Northwestern and Southeastern	313,200	313,200	610,000	610,000	224,000	134,400	141,932	.....
Lake Shore and Michigan Southern	50,000,000	592,718	35,418,873	419,868	855,268	513,161	273,611	239,550
Louisville, New Albany and St. Louis	1,566,221	1,001,477	990,649	633,444	120,354	72,212	72,892	.....
Michigan Central	12,738,000	133,847	12,578,403	89,848	188,895	113,337	442,080	.....
Joliet and Northern Indiana	1,000,000	650,881	.....	.....	481,652	288,991	196,852	92,139
Ohio and Mississippi	24,030,000	8,937,511	10,939,000	4,068,557	5,787,143	3,472,286	1,422,071	2,050,215
Paris and Decatur	1,600,000	1,600,000	1,200,000	1,200,000	480,000	288,000	340,060	.....

Paris and Danville	715,000	715,000	1,190,000	1,190,000	396,666	238,000	219,637	18,363
Peoria, Pekin and Jacksonville	1,239,700	1,239,700	2,517,252	1,517,252	700,000	420,000	436,239	
Peoria and Rock Island	1,859,150	1,859,150	2,176,188	2,176,188	979,285	587,571	436,148	151,423
Pittsburg, Fort Wayne and Chicago	23,814,286	540,184	13,554,000	307,448	809,819	485,891	959,802	
Rockford, Rock Island and St. Louis	6,490,579	6,490,579	9,000,000	9,000,000	1,800,000	1,080,000	1,136,264	
Springfield and Northwestern							1,279	
St. Louis, Alton and Terre Haute	4,768,400	4,544,881	7,000,000	6,675,000	1,725,057	1,035,034	646,791	388,243
St. Louis and Southeastern	10,341,100	5,195,533	9,197,539	4,620,990	1,386,297	831,778	1,081,810	
St. Louis, Vandalia and Terre Haute	2,374,650	2,374,650	5,499,000	5,499,000	4,039,750	2,423,850	1,386,733	1,037,117
Springfield and Illinois Southeastern	3,885,500	3,885,500	3,897,000	3,897,000			927,261	
Sycamore and Cortland	35,000						23,186	
Toledo, Peoria and Warsaw	5,700,000	5,292,955	7,328,344	6,805,016	4,401,160	2,640,696	1,778,760	861,936
Toledo, Wabash and Western	16,000,000	6,608,905	20,117,000	8,309,459	9,291,129	5,574,677	3,604,759	1,969,918
Pekin, Lincoln and Decatur	1,500,000	1,500,000	1,076,000	1,076,000	753,200	451,920	311,811	140,109
Hannibal and Naples	457,000	457,000	900,000	900,000	630,000	378,000	219,418	158,582
Lafayette, Bloomington & Mississippi	1,000,000	671,364	1,300,000	872,773	610,941	366,565	359,749	6,816
Madison County							33,846	
Quincy, Alton and St. Louis	780,000	780,000	1,000,000	1,000,000	600,000	360,000	194,553	165,447
Quincy, Alton and St. Louis, (1873)	1,000,000	1,000,000	951,000	951,000	570,600	342,360	232,511	109,849
Western Union	4,000,000	2,614,603	3,500,000	2,287,778	1,487,056	892,234	672,317	219,917
East St. Louis and Carondelet	300,000	300,000	230,000	230,000	221,000	132,600	57,085	75,515
Orion and Minersville	50,000	50,000	None.				26,428	
Chicago and Illinois Southern							110,833	
Total	$348,176,636	$126,488,631	$298,017,103	$126,501,220	$129,753,430	$77,811,865	$50 394,702	$31,314,175

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TABLE "B"—*Showing the distribution to Counties of the assessment made by the State Board of Equalization upon the Capital Stock of Railroads, accompanying and made part of the Report of the Committee on Assessment of Capital Stock of Corporations.*

NAME OF COMPANY AND COUNTIES.	Length of main track in feet.	Distribution of capital stock to counties.	Total assessm't of capital stock.
Chicago and Alton Railroad Company:			$7, 629, 829
Cook	140, 164	$370, 184	
Will	174, 211	460, 105	
Grundy	59, 309	156, 878	
Livingston	269, 720	712, 352	
McLean	300, 032	792, 409	
Logan	150, 835	398, 367	
Sangamon	182, 867	482, 966	
Macoupin	215, 175	568, 294	
Jersey	89, 130	235, 400	
Madison	161, 540	426, 640	
St. Clair	12, 866	33, 980	
LaSalle	69, 354	183, 170	
Marshall	159, 532	421, 337	
Woodford	69, 662	183, 983	
Tazewell	128, 348	338, 977	
Greene	203, 428	537, 270	
Scott	20, 113	53, 121	
Morgan	151, 261	399, 492	
Cass	12, 787	33, 772	
Menard	122, 408	323, 289	
Mason	67, 688	178, 770	
Pike	128, 384	339, 073	
Total	2, 888, 904	$7, 629, 829	
Alton and St. Louis Railroad Co. St. Louis, Jacksonville and Chicago R. R. Co. Joliet and Chicago Railroad Co.	Embraced in	assess. Chi. and	Alt. R. R. Co.
Chicago, Burlington and Quincy Railroad Co.:			$12, 123, 668
Cook	79, 756	$235, 556	
Du Page	114, 397	337, 865	
Kane	137, 696	406, 679	
Kendall	176, 997	522, 753	
DeKalb	51, 528	152, 184	
Lee	200, 428	591, 956	
LaSalle	345, 796	1, 021, 294	
Bureau	384, 420	1, 135, 369	
Henry	186, 164	549, 826	
Knox	375, 702	1, 109, 619	
Warren	110, 217	325, 521	
Henderson	171, 110	505, 366	
Fulton	271, 936	803, 152	
McDonough	181, 240	535, 285	
Hancock	218, 427	645, 115	
Adams	301, 843	891, 481	
Stark	110, 378	325, 997	
Peoria	236, 751	699, 234	
Schuyler	60, 140	177, 621	
Mercer	188, 448	556, 573	
Whiteside	201, 534	595, 222	
Total	4, 104, 908	$12, 123, 668	
Chicago, Danville and Vincennes Railroad Co.:			106, 868
Cook	62, 040	11, 595	
Will	59, 408	11, 104	
Kankakee	112, 120	20, 954	
Iroquois	186, 120	34, 785	
Vermilion	152, 120	28, 430	
Total	571, 808	$106, 868	
Chicago and Iowa Railroad Co.:			576, 733
Kane	75, 869	106, 372	
DeKalb	97, 884	137, 238	
Lee	46, 829	65, 656	
Ogle	190, 769	267, 467	
Total	411, 351	$576, 733	

TABLE "B"—CONTINUED.

NAME OF COMPANY AND COUNTIES.	Length of main track in feet.	Distribution of capital stock to counties.	Total assessm't of capital stock.
Chicago and Northwestern Railway Co.:			$856,925
Cook	379,031	$135,640	
DuPage	132,372	47,371	
Kane	265,678	95,076	
DeKalb	92,400	33,066	
Ogle	59,857	21,420	
Lee	137,951	49,367	
Whiteside	167,738	60,027	
McHenry	508,533	181,984	
Boone	198,589	71,067	
Winnebago	238,563	85,372	
Stephenson	62,346	22,311	
Lake	151,524	54,224	
Total	2,394,588	$856,925	
Chicago, Rock Island and Pacific Railroad Co.:			233,936
Cook	169,470	31,990	
Will	130,591	24,651	
Grundy	106,769	20,154	
LaSalle	166,206	31,374	
Bureau	237,580	44,846	
Putnam	33,130	6,254	
Marshall	74,397	14,044	
Peoria	115,401	21,784	
Henry	146,244	27,606	
Rock Island	59,511	11,233	
Total	1,239,299	$233,936	
Chicago, Pekin and Southwestern Railroad Co.:			173,480
Tazewell	111,201	63,429	
Woodford	107,509	61,322	
Livingston	57,041	32,536	
LaSalle	28,390	16,193	
Total	304,141	$173,480	
Cincinnati, Lafayette and Chicago Railroad Co.:			5,203
Kankakee	67,345	2,008	
Iroquois	107,183	3,195	
Total	174,528	$5,203	
Columb., Chicago and Ind. Cent. Ry. Co., leased by Pittsburg, Cincin. and St. Louis Ry. Co.:			171,669
Cook	117,480	171,669	
Chicago, Milwaukee and St. Paul Ry. Co.:			197,611
Lake	128,823	108,077	
Cook	106,720	89,534	
Total	235,543	$197,611	
Coal Valley Mining Co.:			5,499
Rock Island		5,499	
Evansville, Terre Haute and Chicago Railw. Co.:			49,990
Vermilion	33,000	49,990	
Illinois and St. Louis Railroad and Coal Co.:			223,809
St. Clair	77,340	223,809	
Indianapolis, Bloomington and West'n R'y Co.:			148,677
Vermilion	123,983	13,352	
Champaign	236,850	25,507	
Piatt	189,445	20,401	
DeWitt	158,101	17,026	
McLean	210,680	22,688	
Tazewell	111,437	12,001	
Peoria	129,920	13,991	
Logan	136,104	14,658	
Mason	84,063	9,053	
Macon			
Total	1,380,583	$148,677	

TABLE "B"—CONTINUED.

NAME OF COMPANY AND COUNTIES.	Length of main track in feet.	Distribution of capital stock to counties.	Total assessm't of capital stock.
Indianapolis and St. Louis Railroad Company:			$1, 125, 139
Edgar	$132, 000	$153, 708	
Coles	147, 840	172, 152	
Moultrie	21, 120	24, 593	
Shelby	142, 560	166, 004	
Christian	58, 080	67, 632	
Montgomery	179, 520	209, 042	
Macoupin	105, 600	122, 966	
Madison	166, 320	193, 671	
St. Clair	13, 200	15, 371	
Total	966, 240	$1, 125, 139	
Lake Shore and Michigan Southern R'way Co.:			239, 550
Cook	73, 920	239, 550	
Joliet and Northern Indiana Railroad Co.:			92, 139
Cook	73, 254	44, 254	
Will	79, 265	47, 885	
Total	152, 519	$92, 139	
Ohio and Mississippi Railway Co.:			2, 050, 215
Lawrence	112, 915	299, 654	
Richland	108, 115	286, 916	
Clay	120, 690	320, 287	
Marion	126, 715	336, 276	
Clinton	160, 260	425, 298	
St. Clair	143, 863	381, 784	
Total	772, 558	$2, 050, 215	
Paris and Danville Railroad Co.:			18, 363
Edgar	100, 848	10, 137	
Vermilion	81, 840	8, 226	
Total	182, 688	$18, 363	
Peoria and Rock Island Railway Co.:			151, 423
Peoria	128, 087	40, 471	
Stark	101, 309	32, 010	
Knox	10, 760	3, 400	
Henry	167, 305	52, 863	
Rock Island	71, 777	22, 679	
Total	479, 238	$151, 423	
St. Louis, Alton and Terre Haute R. R. Co.:			388, 243
St. Clair	216, 959	228, 189	
Randolph	34, 625	36, 417	
Perry	117, 552	123, 637	
Total	369, 136	$388, 243	
St. Louis, Vandalia and Terre Haute R. R. Co.:			1, 037, 117
Clark	155, 685	191, 711	
Cumberland	111, 750	137, 609	
Effingham	135, 590	166, 966	
Fayette	136, 465	168, 043	
Bond	120, 510	148, 396	
Madison	125, 735	154, 830	
St. Clair	56, 490	69, 562	
Total	842, 225	$1, 037, 117	
Toledo, Peoria and Warsaw Railway Co.:			861, 936
Iroquois	166, 185	117, 804	
Ford	31, 780	22, 527	
Livingston	95, 638	67, 795	
McLean	111, 272	78, 877	
Woodford	96, 666	68, 524	
Tazewell	83, 248	59, 012	
Peoria	64, 763	45, 909	
Fulton	177, 483	125, 812	
McDonough	146, 404	103, 781	
Hancock	217, 779	154, 377	
Henderson	24, 713	17, 518	
Total	1, 215, 931	$861, 936	

TABLE "B"—CONTINUED.

NAME OF COMPANY AND COUNTIES.	Length of main track in feet.	Distribution of capital stock to counties.	Total assessm't of capital stock.
Toledo, Wabash and Western Railway Co.:			$1,969,918
Vermilion	136,472	$142,506	
Champaign	150,343	156,990	
Piatt	81,573	85,179	
Macon	212,824	222,233	
Sangamon	234,882	245,267	
Morgan	159,638	166,696	
Scott	54,312	56,713	
Pike	6,864	7,167	
Brown	124,810	130,328	
Adams	111,526	116,457	
Hancock	117,069	122,245	
Christian	163,008	170,215	
Montgomery	105,466	110,129	
Macoupin	45,610	47,626	
Madison	170,739	178,288	
St. Clair	11,376	11,879	
Total	1,886,512	$1,969,918	
Pekin, Lincoln and Decatur Railroad Co.:			140,109
Macon	69,323	27,314	
Logan	175,683	69,222	
Tazewell	110,587	43,573	
Total	355,593	$140,109	
Hannibal and Naples Railroad Co.:			158,582
Scott	23,785	14,402	
Pike	238,101	144,180	
Total	261,886	$158,582	
Lafayette, Bloomington and Miss. R'y Co.:			6,816
McLean	145,850	2,418	
Ford	150,900	2,501	
Vermilion	114,447	1,897	
Total	411,197	$6,816	
Quincy, Alton and St. Louis Railway Co.:			165,447
Adams	81,600	56,907	
Pike	155,638	108,540	
Total	237,238	$165,447	
Quincy, Alt. and St. L. R'y Co. (for year 1873):			109,849
Adams	72,400	37,391	
Pike	140,300	72,458	
Total	212,700	$109,849	
Belleville and O'Fallen Railroad Co. (Embraced in assessment of St. Louis and S. E. Railway Co.)			
Western Union Railroad Co.:			219,917
Winnebago	105,901	34,852	
Stephenson	126,687	41,692	
Carroll	223,635	73,598	
Whiteside	73,747	24,270	
Rock Island	138,271	45,505	
Total	668,241	$219,917	
East St. Louis and Carondelet Railroad Co:			75,515
St. Clair	48,840	75,515	
Quincy and Warsaw Railroad Co. (Embraced in assessment of the C, B. and Q. Railroad Co.			
Grand aggregate			31,314,175

TABLE "C."—*Showing the Assessment made by the State Board of Equalization, upon the Capital Stock of Companies and Associations, incorporated under the laws of this State, other than Railroad Companies. Accompanying and made part of the report of the Committee on Assessment of Capital Stock of Corporations.*

NAME OF COMPANY.	LOCATION.	Capital stock paid up.	Total indebtedness, except for current expenses.	Market or actual value of paid capital stock and debt, as determined by the State Board.	Capital stock and debt, as equalized with the aggregate assessment of the State, by deducting 40 per cent. of market or actual value.	Total equalized value of tangible property assessed where located.	Assessed and equalized value of capital stock, being excess of equalized value of capital stock and debt over equalized value of tangible property.
ADAMS COUNTY.							
Excelsior Stove Works	Quincy	$59,000	$24,981	$57,431	$34,459	$9,900	$24,559
Camp Point Manufacturing Company	Camp Point	27,500	24,000	26,080	15,600	6,919	8,681
Fowler Branch Fruit Preserving Company	Fowler, Gilman Tp.	23,600	.....	10,000	6,000	5,206	794
Quincy Railroad Bridge Company	Quincy	1,750,000	None.	1,750,000	1,050,000	218,000	832,000
Union Bank of Quincy	"	100,000	.....	75,000	45,000	890	44,110
Quincy Coal Company	"	150,000	.....	37,500	22,500	11,472	11,028
Quincy Savings Bank	"	61,000	.....	61,000	36,600	.....	36,600
Dick & Brothers' Brewery Company	"	250,000	.....	250,000	150,000	.....	150,000
German Insurance and Savings Institution	"	127,900	.....	127,900	76,740	.....	76,740
Quincy Gas Light and Coke Company	"	20,000	.....	20,000	12,000	.....	12,000
Vandiver Corn Planter Company	"	50,000	.....	50,000	30,000	.....	30,000
West Steam Bell Ringer Company	"	100,000	.....	100,000	60,000	.....	60,000
Quincy Stove and Furnace Company	"	18,500	.....	18,500	11,100	.....	11,100
Horse Railway and Carrying Company	"	50,000	.....	50,000	30,000	.....	30,000
Whitney & Holmes Organ Company	"	10,500	.....	10,500	6,300	.....	6,300
Quincy Glass Company	"	5,000	.....	5,000	3,000	.....	3,000
ALEXANDER COUNTY.							
Cairo City Ferry Company	Cairo	37,500	.....	10,000	6,000	8,000	.....
Cairo Box and Basket Company	"	11,000	15,000	20,500	12,300	6,676	5,624
Cairo City Gas Company	"	100,000	1,572	51,572	30,943	22,193	8,750
Enterprise Savings Bank	"	12,500	.....	12,500	7,500	10,980	.....
BUREAU COUNTY.							
Buda Manufacturing Company	Buda	40,000	14,000	22,000	13,200	11,335	1,865
Providence Cheese and Butter Factory Company	Providence	2,085	180	2,245	1,347	711	636
National Cheese and Butter Manufacturing Company	Indiantown	3,000	3,000	3,000	1,800	1,910	.....
Princeton Manufacturing Company	Princeton	51,200	.....	.....	.....	18,913	.....
CHAMPAIGN COUNTY.							
Grange Shipping Company	Philo	1,817	.....	1,817	1,090	1,184	.....
Farmers' Shipping Association	Tolono	12,000	15,000	23,000	13,800	9,824	3,976
Champaign and Urbana Gas Light and Coke Company	Champaign	80,000	41,000	49,000	29,400	14,100	15,300

COOK COUNTY.

Bank of Montreal	Chicago	100,000	None.	100,000	60,000	3,520	56,480
Barnum & Richardson Manufacturing Company	"	150,000		75,000	45,000	118,400	
Beebe, L. A. & Co.	"					6,512	
Composition Granite Company	"	15,000	None.	10,000	6,000	352	5,648
Chicago West Division Railway Company	"			1,776,282	1,065,769	456,444	609,325
Chicago Dock Company	"	300,000	50,000	250,000	150,000	121,862	28,138
Chicago Rendering and Fertilizing Company	"	350,000	None.	20,000	12,000	5,090	6,910
Chicago Life Insurance Company	"	125,000	2,100	19,300	11,580	1,056	10,424
Chicago South Branch Dock Company	"	650,000	None.	650,000	390,000	584,035	
Chicago Engraving Company	"	1,200		1,200	720	880	
Chicago Shot Tower Company	"	50,000	None.	50,000	30,000	49,874	
Chicago White Lead and Oil Company	"	100,000	None.	60,000	36,000	41,185	
Chicago Car Wheel Company	"	44,400	45,000	36,000	21,600	14,320	7,280
Chicago Plow Company	"	165,000	180,000	180,000	108,000	23,800	84,200
Citizens' Bank, of Chicago	"			10,500	6,300	8,011	
Crane Brothers' Manufacturing Company	"	592,500	20,000	612,500	367,500	192,000	175,500
Cook County Savings Bank	"	15,000	149,563	40,000	24,000	19,544	4,456
Dime Savings Bank	"	50,000	6,746	20,000	12,000	2,928	9,072
Fidelity Savings Bank and Safe Depository	"			200,000	120,000	132,904	
Germania Bank, of Chicago	"	88,000	11,446	99,446	59,668	1,056	58,612
Great Western Telegraph Company	"	300,000	1,000	13,500	8,100	102,260	
Hibernian Banking Association	"	111,000		111,000	66,600	68,376	
Hide and Leather Bank	"	200,000		200,000	120,000	74,774	45,226
Hide and Leather Company	"	30,000	40,000	70,000	42,000	13,280	28,720
Highland Park Building Company	"	100,000	70,000	235,000	141,000	82,852	58,148
Illinois Trust and Savings Bank	"			120,000	72,000	91,101	
Illinois Dry House Company	"	100,000	None.				
Merchants' Savings, Loan and Trust Company	"			1,250,000	750,000	1,685,232	
Merchants', Farmers and Mechanics' Savings Bank	"			50,000	30,000	18,304	11,696
New North Side Planing Mill Company	"	12,500		4,000	2,400	6,100	
Northwestern Marble and Granite Company	"	12,000	3,500	12,500	7,500	14,960	
Northwestern Pegging Machine Company	"					17,600	
Northwestern Show Case Manufacturing Company	"	1,500	None.	1,500	900	4,928	
Northwestern Universalist Publishing House	"	13,600	8,000	8,068	4,841	2,112	2,729
People's Loan and Savings Bank	"	49,500	3,500	53,000	31,800	25,432	6,368
Pacific Hotel Company	"	700,000	950,000	950,000	570,000	360,000	210,000
Republic Life Insurance Company	"	942,700	None.	377,080	226,248		226,248
State Savings Institution	"			500,000	300,000	76,916	223,084
The Kirby Carpenter Company	"	500,000	33,602	283,602	171,161	418,774	
The Calkins Champion Washer Company	"					6,640	
Tribune Company	"	200,000		600,000	360,000	148,300	211,700
The Union Trust Company Bank	"			50,000	30,000	27,520	2,480
Union Hide and Leather Company	"	160,000	142,000	222,000	133,200	52,800	80,400
Union Rolling Mill Company	"	800,000	None.	800,000	480,000	441,254	38,746
Union Foundry Works	"	400,000	88,000	240,000	144,000	64,000	80,000
Vessel Owners' Towing Company	"	100,000	6,161	46,161	27,697	20,592	7,105
Wright & Lawther Oil and Lead Manufacturing Company	"	180,000	66,800	246,800	148,080	28,100	119,980
Western Postal Record Printing Company	"	3,200					
Western Bank Note and Engraving Company	"	50,000	14,500	49,500	29,700	21,120	8,580
Western Cement Company	"	50,000	None.	10,000	6,000	1,760	4,249

TABLE "C"—CONTINUED.

NAME OF COMPANY.	LOCATION.	Capital stock paid up.	Total indebtedness, except for current expenses.	Market or actual value of paid capital stock and debt, as determined by the State Board.	Capital stock and debt, as equalized with the aggregate assessment of the State, by deducting 40 per cent. of market or actual value.	Total equalized value of tangible property assessed where located.	Assessed and equalized value of capital stock, being excess of equalized value of capital stock and debt over equalized value of tangible property.
Chicago Plate and Bar Mill Company	Chicago	$84,000		$84,000	$50,400	$43,730	$6,670
American District Telegraph Company	"			25,116	15,070		15,070
The Babcock Manufacturing Company	"			93,126	55,876		55,876
Eagle Works Manufacturing Company	"	139,700	$55,500	195,200	117,120	232,847	
Alden Fruit Preserving Company	"			153,153	91,892		91,892
Warner's Proprietary Medicine Company	"						
The Schurman and Hand Mantel Company	"	60,000	15,000	75,000	45,000	88,200	
Northwestern Fertilizing Company	"	250,000	2,354	12,354	7,412	19,920	
Chamber of Commerce	"			900,000	540,000	233,200	306,800
American Insurance Company	"			200,000	120,000		150,000
Trader's Insurance Company	"	500,000	661,241	661,241	396,745		396,745
Mutual Life Insurance Company	"	198,200	37,853	117,133	70,299	67,605	2,694
Protection Life Insurance Company	"	192,300	122,593	158,892	95,335	3,001	92,334
Teutonia Life Insurance Company	"	200,000	29,000	109,000	65,400	84,387	
Chicago City Railroad	"			1,178,763	707,258	101,520	605,738
North Chicago City Railroad Company	"			49,459	29,675	89,720	
Inter-Ocean Company	"			75,000	45,000		45,000
Post Printing Company	"			20,000	12,000		12,000
Illinois Staats Zeitung Company	"			69,160	41,496		41,496
Pullman Palace Car Company	"	4,460,000	4,602,915	1,353,460	812,076	157,368	654,708
West Chicago Gas Light and Coke Company	"			378,560	227,136		227,136
North Chicago Rolling Mill	"			687,232	412,339		412,339
Chicago Gas Light and Coke Company	"			429,520	257,712		257,712
Northwestern Distilling Company	"			101,608	60,965		60,965
Cornell Watch Company	"	200,000	190,000	290,000	174,000	48,640	125,360
Union Stock Yards Company	"	1,100,000	250,000	1,185,000	711,000	774,937	
Chicago Alcohol Works	"			36,400	21,840		21,840
Chicago Railway Construction Company	"	182,000	54,658	236,658	141,991	2,014	139,977
American Bridge Company	"	600,000	6,250	126,250	75,750	186,116	
Chicago, Wilmington and Vermilion Coal Company, principal office, Streator, LaSalle county	"	1,000,000		800,000	480,000	275,483	204,517
Goss and Phillips' Manufacturing Company	"	250,000	293,459	380,959	228,575		228,575
Culver, Page and Hoyne Manufacturing Company	"	200,000					
Fuertt and Bradley Manufacturing Company	"			600,000	360,000		360,000
Chicago Evening Journal Company	"			100,000	60,000		60,000
J. Beidler and Brothers Lumber Company	"	162,000		64,800	38,880	80,740	

DEKALB COUNTY.							
Sandwich Manufacturing Company	Sandwich	125,000		131,250	78,750	90,433	
Sandwich Enterprise Company	"			70,000	42,000	48,330	
Sycamore Marsh and Harvester Manufacturing Company	Sycamore	48,500	53,690	132,190	79,314	88,398	
EDGAR COUNTY.							
American Car Company	Paris			100,000	60,000		60,000
FAYETTE COUNTY.							
Okaw Bottoin Plank Road Company	Vandalia	5,750	None.	1,725	1,035	1,092	
Mutual Building and Savings Association	"	1,165				1,081	
FULTON COUNTY.							
Spoon River Stone Coal and Manufacturing Company	Canton			2,500	1,500	1,407	93
Canton Woolen Mill Company	"	5,625	None.	6,000	3,600	4,043	
Downer Manufacturing Company	"	4,100	None.	1,600	960	890	70
Northwestern Steam Moter Manufacturing Company	Farmington	25,200	7,000	10,000	6,000	5,901	99
Forsythe Coal Mining Company	Bryant		35,000	35,000	21,000	23,417	
GALLATIN COUNTY.							
Equality Coal Company	Equality		50,000	40,000	24,000	26,944	
GRUNDY COUNTY.							
Morris Bridge Company	Morris	45,000	None.	28,800	17,280	7,104	10,176
Sherwood School Furniture Company	"	60,500	None.	60,000	36,000	30,783	5,217
HARDIN COUNTY.							
Rose Clare Lead and Spar Company	Hardin County	150,000	16,800	36,800	22,080	6,952	15,128
Cincinnati Lead and Spar Company	"	300,000				4,254	
Hardin County Mining Company	"			7,000	4,200		4,200
Pell Lead Mining Company	"	300,000		3,000	2,400	1,206	1,194
Glen Gary Iron and Mining Company	"			10,500	6,300		6,300
Ætna Lead and Silver Mining Company	"			18,000	10,800		10,800
HENRY COUNTY.							
Kinsey Manufacturing Company	Geneseo	29,200	2,500	8,340	5,004	2,870	2,134
Anderson Steam Heater Company	Kewanee	20,000	None.	10,000	6,000	6,765	
Lathrop Coal Mining Company	"	400,000	None.	36,450	21,870	14,700	7,170
O'Brien Mfg. Company							
JACKSON COUNTY.							
Gartside Coal Company	Murphysboro	600,000	81,440	201,440	120,864	127,579	
KANE COUNTY.							
Elgin City Banking Company	Elgin	25,000	None.	25,231	15,199	17,732	
Illinois Condensing Company	"	16,000		75,000	45,000	27,045	17,955
Fox River Manufacturing Company	"	100,000	15,000	75,000	45,000	35,000	10,000
Elgin Gas Light Company	"			18,000	10,800	8,605	2,195
St. Charles Dairymen's Association	St. Charles	5,350	1,000	3,943	2,366	2,205	161
United States Wind, Engine and Pump Company	Batavia	100,000	13,000	113,000	67,800	41,583	26,217
Newton Wagon Company	"	100,000	10,250	100,000	60,000	40,029	19,971
Challenge Mill Company	"	125,000	8,921	25,421	15,253	10,920	4,333

TABLE "C"—CONTINUED.

NAME OF CORPORATION.	LOCATION.	Capital stock paid up.	Total indebtedness, except for current expenses.	Market or actual value of paid capital stock and debt, as determined by the State Board.	Capital stock and debt, as equalized with the aggregate assessment of the State, by deducting 40 per cent. of market or actual value.	Total equalized value of tangible property assessed where located.	Assessed and equalized value of capital stock, being excess of equalized value of capital stock and debt over equalized value of tangible property.
Batavia Paper Manufacturing Company	Batavia	$32,000	$50,000	$82,000	$49,200	$51,740	.....
Sugar Grove Cheese Manufacturing Association	Sugar Grove	1,800	None.	500	300	315	.....
Illinois Iron and Bolt Company	Carpentersville	110,000	None.	165,000	99,000	77,500	$21,500
Valley Woolen Company	"	24,800	2,000	26,800	16,080	17,520	.....
Star Manufacturing Company	"	4,100	None.	4,200	2,520	2,933	.....
North Aurora Cheese and Butter Manufacturing Co	North Aurora	2,500	200	2,700	1,620	1,330	290
Aurora Silver Plate Company	Aurora	71,000	74,300	50,000	30,000	20,405	9,595
Aurora Gas Light Company	"	56,000	None.	56,000	33,600	25,200	8,400
Udina Cheese Manufacturing Company	Elgin	.....	.....	1,212	727	.....	727
Hoyt Brothers Manufacturing Company	Aurora	60,000	.....	51,000	30,600	21,510	9,090
KNOX COUNTY.							
Farmers' and Mechanics' Bank	Galesburg	100,000	None.	75,000	45,000	1,452	43,548
Galesburg Printing Company	"	7,500	None.	7,500	4,500	4,686	.....
Gas Light and Coke Company	"	50,920	.....	50,000	30,000	21,954	8,046
Frost Manufacturing Company	"	80,000	.....	40,000	24,000	22,160	1,840
Union Hotel Company	"	57,000	30,000	31,400	18,840	17,440	1,400
LASALLE COUNTY.							
Seneca Bridge Company	Manlius	38,250	.....	17,000	10,200	12,134	.....
Marseilles Manufacturing Company	Marseilles	66,000	15,000	81,000	48,600	13,032	35,568
Land and Water Power Company	"	180,000	.....	20,000	12,000	8,162	3,838
Fox River Horse Collar Manufacturing Company	Dayton	13,500	12,738	26,238	15,743	10,395	5,348
Union Coal Company	Peru	6,000	215	5,615	3,369	3,873	.....
Ottawa Hotel Company	Ottawa	57,200	38,000	30,000	18,000	11,550	6,450
Ottawa Manufacturing Company	"	88,000	38,000	38,000	22,800	9,617	13,183
Ottawa Glass Company	"	32,500	38,000	78,000	46,800	38,354	8,446
Ottawa Gas Light and Coke Company	"	45,000	18,000	54,090	32,400	26,426	5,974
Illinois Starch Company	"	145,700	56,000	128,550	77,130	69,446	7,684
Western Cutlery Company	"	14,000	13,200	13,200	7,920	8,008	.....
Ottawa Building, Homestead and Savings Association	"	.....	.....	25,000	15,000	10,605	4,395
Earlville Manufacturing Company	Earlville	30,100	26,000	41,050	24,630	24,409	221
Peru Coal Company	Peru	60,600	16,400	30,000	18,000	7,142	10,858
Streetor Building and Loan Association	Streetor	1,000	None.	1,000	600	.....	600
Illinois Valley Coal Company	LaSalle	117,000	16,800	87,000	52,200	43,899	8,301
Northern Illinois Coal and Iron Company	"	1,600,000	228,023	276,023	165,614	47,003	118,611
Mattheissen & Hegsler Zinc Company	"	.....	.....	231,000	138,600	113,326	25,274
Phœnix Glass Company	"	10,000	None.	6,000	3,600	3,326	274

LaSalle Planing Mill Company	"	5,000	None.	5,000	3,000	2,156	844
Illinois Agricultural Works	Marseilles			5,324	3,194		3,194
Illinois River Bridge Company	Peru	44,200		39,780	23,868	23,400	468
Riverside Artesian Well Company	Ottawa	2,700	None.				
LaSalle County Manufacturing Company	"	18,000	5,000	15,800	9,480	9,240	240
Ottawa Hydraulic Company	"	18,000	None.	22,000	13,200	17,056	
Ottawa Water and Artesian Well Company	"	1,543	None.				
LAWRENCE COUNTY.							
Wabash Valley Agricultural and Mechanical Association.	Bridgeport	3,000	800	2,000	1,200	708	492
MACON COUNTY.							
Decatur Rolling Mill Company	Decatur	300,000	None.	200,000	120,000	69,951	50,049
Decatur Agricultural Works	"	100,000	None.	50,000	30,000	22,304	7,696
Decatur Gas Light and Coke Company	"	72,300	None.	58,563	35,138	31,428	3,710
MACOUPIN COUNTY.							
Macoupin Democratic Printing Association	Carlinville	4,625	2,500	2,500	1,500	1,926	
Macoupin Printing Company	"	2,000	2,000	4,000	2,400	2,140	260
Carlinville Gas Light Company	"	31,500	None.	15,750	9,450	9,904	
Henderson Loan and Real Estate Association	"	5,000	3,000	8,000	4,800	2,140	2,660
Bunker Hill Bank	Bunker Hill	12,500	6,600	10,000	6,000	3,805	2,195
Carlinville Woolen Mill Company	Carlinville	25,000		19,100	11,460	11,235	225
MADISON COUNTY.							
Alton Hollow Ware and Glass Company	Alton			11,003	6,602		6,602
Alton Gas Company	"			21,702	13,021		13,021
Alton and Upper Alton Horse Railway and Conveying Co.	"			16,617	9,970		9,970
MARSHALL COUNTY.							
Lacon Woolen Manufacturing Company	Lacon	123,000	12,167	30,616	18,370	13,838	4,532
Henry City Bridge Company	Henry	75,000	10,500	20,500	12,300	5,758	6,542
McLEAN COUNTY.							
McLean Coal Company	Bloomington	90,000	21,050	39,050	23,430	4,552	18,878
Phœnix Savings, Loan and Trust Company	"	50,000		120,000	72,000	54,668	17,332
Peoples' Bank of Bloomington	"	67,650		120,000	72,000	59,728	12,272
Bloomington Stove Company	"	40,000	10,500	50,500	30,300	27,360	2,940
Bloomington and Normal Horse Railway Company	"	41,000	3,850	20,250	12,150	4,252	7,898
Ruttan Heating and Ventilating Company	"	15,000	11,500	15,000	9,000	616	8,384
Bloomington Coal Mining Company	"	110,000				351	
Bloomington Furniture Manufacturing Company	"	23,800	23,000	46,800	28,080	22,150	5,930
MONTGOMERY COUNTY.							
Litchfield Car Manufacturing Company	Litchfield		130,000	180,000	108,000	53,638	54,362
Litchfield Mining Company	"	5,500	13,503	14,878	8,927	1,604	7,323
Montgomery Loan and Trust Company	Hillsboro	30,000	650	47,215	28,329	13,188	15,141
MORGAN COUNTY.							
Jacksonville Gas Light and Coke Company	Jacksonville	127,000	4,000	105,600	63,360	8,436	54,924

EXHIBIT "C"—CONTINUED.

NAME OF COMPANY.	LOCATION.	Capital stock paid up.	Total indebtedness, except for current expenses.	Market or actual value of paid capital stock and debt, as determined by the State Board.	Capital stock and debt, as equalized with the aggregate assessment of the State, by deducting 40 per cent. of market or actual value.	Total equalized value of tangible property assessed where located.	Assessed and equalized value of capital stock, being excess of equalized value of capital stock and debt over equalized value of tangible property.
PEORIA COUNTY.							
Central City Horse Railway Company	Peoria	$73,500	$2,000	$75,000	$45,000	$9,952	$35,048
Fort Clark Horse Railway Company	"	52,000	17,000	37,000	22,200	5,219	16,981
Peoria Horse Railway Company	"	37,000	3,795	13,045	7,827	5,017	2,810
Peoria Bridge Company	"	89,000	15,000	49,720	29,832	7,899	21,933
Peoria Furniture Company	"	30,700	15,192	30,567	18,340	10,465	7,875
Peoria Gas Light Company	"	175,300	21,000	196,300	117,780	84,990	32,790
PERRY COUNTY.							
Enterprise Coal and Coke Company	DuQuoin	10,000	None.	10,000	6,000	2,461	3,539
Star Coal Mining Company	"	7,220	3,768	6,118	3,671	511	3,160
Beaucomp Coal Company	Pinckneyville	20,000	500	5,500	2,750	1,952	798
Denny Coal Mining Company	Denny	3,150	None.				
Sun Coal and Coke Company	Perry county	10,000	None.	9,000	5,400	1,928	3,472
PIKE COUNTY.							
Griggsville Manufacturing Company	Griggsville	17,800	1,700	6,150	3,690	4,346	
Hannibal Bridge Company	Douglasville	833,000		208,250	124,950	77,077	47,873
RANDOLPH COUNTY.							
Barnard Coal and Transportation Company	Kampinville	67,000	2,500	46,900	28,140	28,683	
Sparta Steam Flouring Mill Company	Sparta	20,000	14,000	24,000	14,400	16,720	
Sparta Gang Plow Company	"	20,000	2,300	17,300	10,380	8,512	1,868
Illinois and Missouri Coal Company	Chester	500,000	200,000	150,000	90,000	25,118	64,882
ROCK ISLAND COUNTY.							
Rock Island Woolen Manufacturing Company	Rock Island	80,000	None.	15,000	9,000	12,190	
B. D. Buford & Co.	"	250,000	None.	75,625	45,375	61,443	
Rock Island Gas Light and Coke Company	"	46,400	None.	20,000	12,000	15,877	
Rock Island Stove Company	"	50,000	None.	35,000	21,000	25,874	
Rock Island Glass Company	"	100,000	None.	30,000	18,000	23,955	
Rock Island Cotton Manufacturing Company	South Rock Island	64,000	None.	40,000	24,000	27,696	
Moline Malleable Iron Works	Moline	25,000	None.	16,000	9,600	10,007	
Williams, White & Co.	"	50,000	None.	20,500	12,300	12,905	
Victor Scale Company	"	83,000	None.	6,000	3,600	4,012	
Dimock, Gould & Co.	"	150,000	None.	75,000	45,000	60,135	
Barnard and Leas Manufacturing Company	"	120,000	None.	20,000	12,000	15,172	

Union Malleable Iron Company	"	30,000	None.	13,800	8,280	9,178	
Deere & Co.	"	250,000	None.	120,413	72,248	75,167	
Moline Plow Company	"	400,000	None.	135,720	81,432	74,977	6,455
Moline Water Power Company	"	84,000	None.	271,378	162,827	113,441	49,386
Moline Wagon Company	"	100,000	None.	17,765	10,659	10,940	
Moline Pump Company	"	46,294	None.	13,127	7,876	10,621	
Moline and Rock Island Street Railway Company	Rock Island	76,500	None.	76,500	45,900	31,791	14,109
Argillo Works	Hampton	100,000	8,000	17,500	10,500	8,181	2,319
SANGAMON COUNTY.							
Springfield Watch Company	Springfield	146,000	75,000	189,668	113,801	103,672	10,129
Springfield Savings Bank	"	100,000		105,116	63,070	4,676	58,394
Springfield Iron Company	"	363,330	31,242	212,907	127,744	102,086	25,658
Springfield Marine and Fire Insurance Company	"	70,000	15,436	155,436	93,262	61,522	31,740
Springfield Manufacturing Company	"	100,000	130,008	190,008	114,005	35,623	78,382
Springfield Gas Light Company	"	75,000	None.	150,000	90,000	30,321	59,679
Springfield City Railway Company	"	37,500		37,095	22,257	8,582	13,675
Illinois State Journal Company	"	26,000	10,000	36,000	21,600	18,025	13,575
Springfield Hotel Company	"						
Sangamon Distilling Company	Howlett	10,000		38,480	23,088	21,042	2,046
Barclay Coal Mining Company	Barclay		40,000	40,000	24,000	18,598	5,402
Western Coal Mining Company	Riverton	104,100		67,050	40,230	11,043	29,187
ST. CLAIR COUNTY.							
Belleville Nail Mill Company	Belleville	150,000	120,000	150,000	90,000	49,287	40,713
East St. Louis Elevator Company	"	201,000	300,000	300,000	180,000	37,373	142,627
Belleville Savings Bank	"			135,000	81,000		81,000
People's Bank	"			100,000	60,000		60,000
Illinois Patent Coke Company	East St. Louis	75,000	116,000	8,660	5,196	3,216	1,980
Wiggins Ferry Company	"	1,000,000	15,000	1,515,000	909,000	829,744	79,256
Belleville Building and Loan Association	Belleville	17,000		17,000	10,200	10,050	10,150
East St. Louis Bank	East St. Louis	30,000		100,000	60,000	37,082	22,918
St. Louis Bolt and Iron Company		102,000	33,000	81,000	48,600	12,960	35,640
South St. Louis and Cahokia Ferry Company		39,458	35,000	36,612	21,967	10,315	11,652
Illinois and St. Louis Railroad and Coal Company		1,361,100	275,231	782,891	469,735	60,099	409,636
Crown Mills Company		20,000		20,000	12,000	13,399	
East St. Louis and Carondelet Railway Company	East St. Louis	300,000	210,000	310,000	186,000	4,948	181,052
STEPHENSON COUNTY.							
German Insurance Company	Freeport	200,000	12,582	212,582	127,549	22,705	104,844
Farmers' Insurance Company	"	100,000	6,853	100,853	60,512	2,786	57,726
TAZEWELL COUNTY.							
Pekin Alcohol Manufacturing Company	Pekin	60,000	20,000	80,000	48,000	33,498	14,502
Pekin Gas Light Company	"	66,920		33,460	20,076	16,853	3,223
City Distilling Company	"	30,000	12,539	42,539	25,523	11,139	14,384
Wesley City Coal Company	"	45,000	87,000	60,000	36,000	25,726	10,274
Pekin Plow Handle and Wheel Company	"	30,000					

TABLE "C"—CONTINUED.

NAME OF COMPANY.	LOCATION.	Capital stock paid up.	Total indebtedness, except for current expenses.	Market or actual value of paid capital stock and debt, as determined by the State Board.	Capital stock and debt, as equalized with the aggregate assessment of the State, by deducting 40 per cent. of market or actual value.	Total equalized value of tangible property assessed where located.	Assessed and equalized value of capital stock, being excess of equalized value of capital stock and debt over equalized value of tangible property.
VERMILION COUNTY.							
Mechanics' Building and Homestead Association	Danville	$7,188	None.	$7,188	$4,312	$4,160	$152
Ellsworth Coal Company	"	24,000	$12,000	60,000	36,000	36,913	
Danville Wrought Iron Wagon Work Company	"	36,000	11,390	20,000	12,000	10,440	1,560
Danville Lumber and Manufacturing Company	"	29,000	20,000	49,000	29,400	13,672	15,728
Danville Building and Savings Association	"	13,750	None.	13,750	8,250	6,816	1,434
The Commercial Company of Danville	"	11,000	1,101	5,501	3,301	3,520	
Danville Gas Light Company	"	36,340	17,000	53,340	32,004	11,526	20,478
Peoples' Building and Loan Association	"	8,000	None.	8,000	4,800	4,702	98
WASHINGTON COUNTY.							
Kingsbury Coal Company	Dubois			13,000	7,800	5,442	2,358
WARREN COUNTY.							
Monmouth Mining and Manufacturing Company	Monmouth	50,500		15,000	9,000	8,280	720
Wier Plow Company	"	25,000	25,000	61,645	36,987	26,384	10,603
WHITESIDE COUNTY.							
Eureka Manufacturing Company	Rock Falls	50,000	1,200	26,200	15,720	18,318	
Industrial Manufacturing Company	"	40,000	6,000	26,000	15,600	15,200	400
Keystone Burial Case Company	"	6,500	None.	3,500	2,100	2,400	
Keystone Manufacturing Company	"	150,000		100,000	60,000	74,843	
Union Manufacturing Company	"	49,695	None.	37,000	22,200	27,360	
Morrison Agricultural Company	Morrison	19,000	6,000	9,500	5,700	1,812	3,888
Sterling Manufacturing Company	Sterling	30,000	150	20,627	12,376	15,449	
Sterling Mineral Paint Company	"	13,200	1,996	3,052	1,831	1,560	271
Sterling Wind Mill and Pump Works	"	9,500	None.	3,000	1,800	2,216	
Sterling Burial Case Company	"	36,700	2,250	27,720	16,632	8,462	8,170
Sterling Hydraulic Company	"	30,000	None.	40,000	24,000	30,068	
Sterling Bridge Company	"	23,000	None.	17,250	10,350	12,530	
Empire Feed Mill Company	"	15,000	None.	2,322	1,393	1,741	
Williams & Orton Manufacturing Company	"	107,800	10,060	31,620	18,972	22,368	
Sterling Mercantile Company	"	60,000	None.	25,800	15,480	18,905	
Sterling School Furniture Company	"	100,000	5,650	77,280	46,368	21,418	24,950
Lyndon Hydraulic and Manufacturing Company	Lyndon	41,100	500	7,000	4,200	4,004	196
Galt Cheese Manufacturing Company	Galt	2,790	None.	2,600	1,560	1,744	

WILL COUNTY.							
Joliet Iron and Steel Company	Joliet	2,500,000	800,000	900,000	540,000	475,784	64,216
Joliet Manufacturing Company	"	69,000		25,000	15,000	13,843	1,157
Joliet Gas Light Company	"	60,000		42,000	25,200	28,057	
Kankakee Navigation and Manufacturing Company	Wilmington		490,000	220,000	132,000	31,311	100,689
Joliet Sun Company	Joliet			4,304	2,582		2,582
Joliet Mound Company	"			4,623	2,558		2,558
Lockport Paper Company	Lockport	50,000		38,250	22,950	27,250	
Crete Manufacturing Company		20,000		10,450	6,270	2,403	3,867
Wilmington Star Coal Company				100,000	60,000	2,475	57,525
Wilmington Coal Mining and Manufacturing Company	Wilmington			400,000	240,000		240,000
Ohio Butt Company	Joliet	75,000		25,000	15,000	10,955	4,045
WINNEBAGO COUNTY.							
Rockford Insurance Company	Rockford	100,800	None.	150,000	90,000	86,370	3,630
Rockford Watch Company	"	6,705	None.	6,705	4,023	1,980	2,040
Rockford Gas Light Company	"		12,000	12,453	7,472	7,273	199
Totals		$40,777,920	$12,853,514	$38,958,489	$23,375,945	$13,398,889	$11,719,216

Mr. Willmarth moved that the report be adopted.

The yeas and nays were called, and resulted—yeas 14, nays 1.

Those voting in the affirmative were,

Messrs. Dewey,	Messrs. McCawley,	Messrs. Warner,
Diggins,	McMaster,	Whiteside,
English,	Miles,	Whitney,
Fisher,	Parry,	Willmarth.
Hunter,	Savage.	

Mr. McCabe voted in the negative.

So the report was adopted.

Mr. Hunter offered the following resolutions:

Resolved, That the Secretary of this Board is hereby instructed to prepare a tabular statement, showing the aggregate assessed value and the aggregate equalized value of each class of property, with the average rate per cent. of increase or decrease in each county in the State, the aggregate equalized value of all property assessed by the Board, and the grand aggregate equalized value of all property assessed for the year 1874. Also a tabular statement showing the aggregate assessment of the property of each railroad company—said statements to be included in the published proceedings of this session of the Board.

Resolved, That the Secretary is hereby directed to prepare the proceedings of this session for publication, and to superintend the printing of the same, as provided by law.

Resolved, That the Secretary is hereby directed to prepare and complete the tabular statements of assessments for the year 1875, required by law to be furnished by the Auditor, and to furnish a copy thereof to the printer in time for the printing to be done by the first day of the session of the Board in 1875.

Resolved, That it shall be the duty of the Secretary to prepare all blanks, and superintend all printing, that may be found necessary for the use of the Board at its next session.

Resolved, That the Secretary is hereby empowered to employ such clerical assistance, subject to the approval of the Chairman, as may be necessary to enable him to comply with the foregoing resolutions.

Resolved, That the Chairman certify to the Auditor of Public Accounts, for payment, the time the Secretary is employed in the discharge of the duties required of him by the foregoing resolutions; also for the time he has been employed in the discharge of similar duties prior to the present session, at the per diem allowed him by law.

Resolved, That the Chairman and Secretary certify to such clerical assistance as may have been necessary to prepare the tabular statements of assessments of 1874, and to complete the clerical work of this session, at the per diem allowed clerks of this Board.

Resolved, That the pay of the clerks of this Board be fixed at the rate of $5 per diem, and that it shall be the duty of the Chairman and Secretary to certify the same to the Auditor of Public Accounts for payment.

On motion of Mr. Willmarth,

The resolutions were adopted.

The following resolution was offered by Mr. Savage and adopted:

Resolved, That the Doorkeeper and Page be retained two days after the adjournment of the Board, for the purpose of receiving and forwarding mail to the members, and that the Chairman and Secretary certify said time to the Auditor for payment.

Mr. Hunter offered the following, which was adopted:

Resolved, That the hour of adjournment of this session of the Board be set for 8:30 o'clock to-morrow morning.

On motion of Mr. McMaster,

The Board adjourned until 8 o'clock to-morrow morning.

OCTOBER 8, 1874.

The Board met, pursuant to adjournment. Mr. Miles in the chair.

The minutes of yesterday's proceedings were read and approved.

The hour for adjournment having arrived, the Board adjourned *sine die*.

C. E. LIPPINCOTT,
Chairman.

H. W. IVES, *Sec'y.*

APPENDIX.

"A."—*Statement of property assessed for the year* 1874, *in the several counties, as returned to the Auditor's office.*

Districts.	Counties.	Horses.			Cattle.			Mules and Asses.		
		No.	Value.	Av.	No.	Value.	Av.	No.	Value.	Av.
1	Cook	23 153	$902, 214	$38 97	41, 258	$365, 854	$8 87	491	$19, 922	$40 57
2	DuPage	6, 300	199, 811	31 72	19, 581	230, 681	11 73	98	3, 035	30 97
3	Lake	7, 786	245, 618	31 55	22, 628	252, 841	11 17	83	2, 390	28 80
4	Boone	5, 939	362, 186	60 98	18, 894	310, 111	16 41	86	5, 551	64 55
	DeKalb	13, 478	717, 281	53 22	47, 863	825, 907	17 26	324	17, 204	53 10
	Kane	10, 489	626, 289	59 71	36, 329	778, 011	21 42	210	13, 653	65 01
	McHenry	10, 608	535, 526	50 48	38, 364	656, 833	17 12	208	10, 130	48 70
	Winnebago	10, 546	604, 824	57 35	28, 741	425, 428	14 80	316	15, 219	48 16
5	Carroll	8, 574	460, 879	53 75	25, 281	351, 106	13 89	259	13, 067	50 45
	JoDaviess	9, 601	473, 059	49 27	29, 044	341, 031	11 74	243	13, 448	55 34
	Ogle	16, 163	972, 397	60 16	48, 482	816, 482	16 84	367	23, 200	63 22
	Stephenson	11, 712	656, 625	56 06	28, 930	366 574	12 67	428	27. 375	63 96
	Whiteside	12, 093	621, 523	51 39	38, 339	616, 973	16 09	370	20, 322	54 92
6	Bureau	16, 832	346, 565	20 59	49, 121	345, 580	7 04	767	16, 086	20 97
	Henry	16, 451	817, 458	49 69	43, 768	653, 355	14 93	1, 155	60, 803	52 64
	Lee	11, 034	674, 717	61 15	38, 756	649, 608	16 76	271	14, 673	54 14
	Putnam	3, 650	181, 827	49 81	8, 168	156, 831	19 20	128	6, 650	51 98
	Rock Island	8, 083	324, 647	40 16	21, 022	277, 439	13 20	520	21, 993	42 30
7	Grundy	7, 905	303, 147	38 35	20, 143	254, 962	12 66	395	14, 839	37 57
	Kendall	7, 301	372, 617	51 04	19, 010	285, 127	15 00	263	12, 579	47 83
	LaSalle	24, 139	1, 353, 073	56 05	56, 392	1, 011, 839	17 94	889	52, 964	59 58
	Will	14, 120	574, 992	40 72	39, 391	461, 991	11 73	534	22, 823	42 74
8	Ford	7, 008	347, 947	49 65	11, 854	212, 356	17 91	1, 196	75, 187	62 87
	Iroquois	17, 184	854, 072	49 70	37, 941	619, 375	16 32	1, 990	70, 607	35 48
	Kankakee	8, 531	408, 591	47 89	19, 865	279, 809	14 09	395	18, 115	45 86
	Livingston	19. 758	1, 031, 468	52 21	35, 507	611, 913	17 23	1, 465	91, 343	62 35
	Marshall	7, 944	408, 859	51 47	17, 396	272, 740	15 68	295	14, 885	50 46
	Woodford	11, 088	473, 841	42 73	20, 940	356, 157	17 01	417	20, 013	47 99
9	Fulton	16, 241	874, 794	53 86	36, 999	665, 956	18 00	891	56, 053	62 91
	Knox	16, 541	789, 383	47 72	41, 462	841, 543	20 30	806	41, 522	51 52
	Peoria	13, 960	656, 684	47 04	25, 934	447, 080	17 24	709	34, 404	48 52
	Stark	6, 694	369, 807	55 24	16, 638	336, 020	20 20	366	20, 540	56 12
10	Hancock	15, 941	663, 007	41 59	34, 499	550, 827	15 97	1, 940	93, 001	47 94
	Henderson	6, 476	323, 008	49 88	17, 554	301, 440	17 17	607	32, 565	53 65
	McDonough	13, 880	682, 956	49 20	31, 319	618, 356	19 74	1, 270	76. 239	60 03
	Mercer	10, 984	439, 149	39 97	30, 718	438, 194	14 26	933	38, 859	41 65
	Schuyler	7, 259	317, 417	43 73	15, 658	243, 805	15 57	478	23, 025	48 17
	Warren	12, 266	628, 736	51 26	27, 500	513, 650	18 68	778	41, 770	53 69
11	Adams	14, 333	600, 887	41 92	29, 003	417, 475	14 35	2, 525	124, 979	49 50
	Brown	5, 039	252, 436	50 10	9, 959	152, 590	15 32	692	38, 302	55 35
	Calhoun	2, 368	119, 340	50 40	5, 182	64, 950	12 53	444	30, 415	68 50
	Greene	8, 573	411, 870	48 04	17, 068	339, 968	19 92	1, 475	74, 713	50 65
	Jersey	4, 493	231, 345	51 49	7, 390	111, 125	15 04	667	44, 829	67 21
	Pike	12, 064	570, 494	47 29	24, 001	362, 643	15 11	1, 833	109, 956	59 99
12	Cass	4, 490	195, 828	43 61	10, 075	170, 848	16 96	693	33, 630	48 53
	Christian	12, 531	604, 631	48 25	22, 508	388, 831	17 28	2, 748	170, 671	62 11
	Menard	5, 520	273, 040	49 46	16, 515	414, 874	25 12	936	58, 406	62 40
	Morgan	6, 123	307, 927	50 29	15, 962	285, 000	17 85	830	50, 444	60 78
	Sangamon	18, 003	801, 315	44 51	46, 848	1, 086, 522	23 19	3, 713	198, 373	53 43
	Scott	3, 232	161, 699	50 03	6, 945	111, 465	16 05	373	23, 849	63 94
13	DeWitt	8, 196	384, 536	46 92	18, 611	353, 338	18 99	678	37, 578	55 42
	Logan	12, 990	747, 870	57 57	24, 872	610, 851	24 60	1, 861	132, 946	71 44
	Mason	5, 905	289, 402	49 01	9, 573	139, 839	14 61	1, 906	106, 793	56 03
	McLean	24, 802	1, 249, 132	50 36	53, 436	1, 265, 954	23 69	1, 863	103, 098	55 34
	Tazewell	12, 611	700, 117	55 52	21, 202	444, 905	20 98	665	41, 411	62 27
14	Champaign	17, 204	941, 469	54 72	31, 185	624, 125	20 01	1, 852	127, 157	68 66
	Coles	11, 405	423. 722	37 15	20, 120	304, 610	15 14	1, 136	48, 863	43 01
	Douglas	7, 823	391, 784	50 08	15, 909	320. 768	20 16	1, 041	62, 527	60 06
	Macon	11. 831	690, 665	58 38	21, 479	500, 298	23 29	1, 817	128, 637	70 80
	Piatt	7, 663	335, 437	43 77	13, 150	236, 792	18 01	907	46, 998	51 82
	Vermilion	16, 813	735, 479	43 74	39, 885	758, 997	19 03	1, 730	87, 295	50 45

STATEMENT—CONTINUED.

Districts.	Counties.	Horses.			Cattle.			Mules and Asses.		
		No.	Value.	Av.	No.	Value.	Av.	No.	Value.	Av.
15	Crawford	6,461	$279,004	$43 16	10,269	$117,521	$11 44	611	$27,270	$44 63
	Clark	8,216	318,999	38 83	14,229	146,005	10 26	874	31,129	35 62
	Cumberland	5,061	144,941	28 64	8,475	70,333	8 30	629	19,675	31 28
	Edgar	11,931	375,764	31 49	30,755	362,750	11 79	1,470	47,152	32 08
	Effingham	6,447	237,837	36 89	13,572	122,412	9 02	702	28,567	40 69
	Jasper	5,752	206,462	35 89	11,753	122,844	10 45	777	26,861	34 57
	Lawrence	5,418	167,452	30 91	9,379	84,464	9 00	506	18,046	35 66
	Moultrie	6,999	337,827	48 27	11,590	190,376	16 43	847	45,573	53 81
	Shelby	14,433	698,996	48 43	24,244	401,831	16 57	1,975	100,702	50 99
16	Bond	5,644	199,395	35 33	9,842	117,415	11 93	938	33,840	36 08
	Clay	6,895	289,064	41 92	12,700	144,611	11 39	1,303	61,298	47 04
	Clinton	6,745	314,724	46 66	10,514	146,048	13 89	1,547	86,743	56 07
	Fayette	10,611	421,862	39 76	22,072	277,908	12 59	1,306	55,483	42 48
	Marion	8,415	327,971	38 97	13,783	142,477	10 34	1,451	60,537	41 72
	Montgomery	11,452	427,495	37 33	17,637	236,161	13 39	2,172	80,224	36 94
	Washington	5,482	278,887	50 87	8,948	109,383	12 22	1,285	80,328	62 50
17	Macoupin	14,795	351,718	23 77	26,426	211,837	8 02	2,582	59,125	22 90
	Madison	11,403	555,299	48 70	13,101	221,813	16 93	3,269	225.069	68 85
	Monroe	3,834	166,025	43 30	3,805	44,995	11 83	1,130	68,815	60 90
	St. Clair	7,062	428,762	60 71	7,646	152,324	19 92	2,972	234,787	79 00
18	Alexander	1,405	56,385	40 13	4,079	35,663	8 74	574	26,405	46 00
	Jackson	4,706	165,141	35 09	8,343	72,451	8 68	1,369	57,848	42 26
	Johnson	2,574	81,656	31 72	4,901	41,285	8 42	1,426	48,982	34 35
	Massac	1,584	74,720	47 17	4,006	34,417	8 59	1,003	44,553	44 42
	Perry	3,917	132,632	33 86	5,558	49,415	8 89	973	32,410	33 31
	Pope	2,878	129,560	45 02	6,126	59,431	9 70	1,146	60,544	52 83
	Pulaski	1,702	40,369	23 73	3,482	28,476	8 18	403	13,140	32 61
	Randolph	6,258	286,442	45 77	8,808	94,677	10 75	1,473	91,489	62 11
	Union	4,162	160,448	38 55	6,598	58,725	8 90	1,187	55,907	47 10
	Williamson	3,800	152,733	40 19	5,988	64,745	10 81	1,942	80,432	41 42
19	Edwards	2,741	123,538	45 07	5,080	52,894	10 41	539	27,405	50 84
	Franklin	4,783	177,847	37 18	6,265	58,844	9 39	1,724	75,453	43 76
	Gallatin	3,118	129,340	41 48	5,302	57,459	10 84	857	38,962	45 46
	Hamilton	4,082	123,647	30 29	6,518	55,066	8 45	900	25,878	28 75
	Hardin	1,213	55,980	46 15	3,106	37,250	11 99	494	29,955	60 64
	Jefferson	7,320	209,579	28 63	10,196	87,878	8 62	2,421	74,692	30 85
	Richland	5,568	223,476	40 13	9,472	102,094	10 78	814	35,467	43 57
	Saline	3,450	126,919	36 79	5,362	53,746	10 02	1,400	56,746	40 53
	Wabash	2,853	124,315	43 57	4,233	45,350	10 71	527	24,160	45 83
	Wayne	7,789	272,394	34 97	16,257	141,531	8 71	1,581	56,979	36 04
	White	5,890	156,556	26 58	9,650	62,918	6 52	1,129	33,170	29 38
	Grand aggregate.	926,573	42,549,570	45 92	2042,327	31,928,374	15 63	107,554	5,419,724	50 39

STATEMENT—CONTINUED.

Districts.	Counties.	Sheep.			Hogs.			Steam Engines, including Boilers.		
		No.	Value.	Av.	No.	Value.	Av.	No.	Value.	Av.
1	Cook	8,324	$9,081	$1 09	13,469	$21,148	$1 57	267	$192,587	$721 30
2	DuPage	16,303	19,193	1 18	11,690	13,340	1 14	15	5,010	334 00
3	Lake	68,566	106,761	1 56	10,457	18,040	1 73	14	3,050	217 86
4	Boone	14,174	33,673	2 38	12,288	43,003	3 50	8	2,210	276 25
	DeKalb	19,130	36,178	1 89	48,024	151,281	3 15	15	13,300	886 66
	Kane	22,125	63,886	2 89	21,794	63,210	2 90	36	23,325	647 92
	McHenry	48,234	99,857	2 07	23,745	69,838	2 94	12	4,600	383 33
	Winnebago	14,415	34,711	2 41	27,317	89,068	3 26	16	5,075	317 19
5	Carroll	5,677	9,993	1 76	34,354	114,234	3 33	4	1,600	400 00
	Jo Daviess	13,097	26,387	2 02	36,337	102,500	2 82	33	17,875	541 67
	Ogle	11,592	32,350	2 81	60,986	259,678	4 26	9	4,797	533 00
	Stephenson	12,394	24,892	2 02	48,645	134,898	2 77	19	10,280	541 05
	Whiteside	7,612	14,635	1 92	44,609	138,570	3 11	14	4,078	291 29
6	Bureau	5,824	5,878	1 01	69,944	71,531	1 02	30	3,591	119 70
	Henry	5,030	11,505	2 29	79,436	191,160	2 41	38	13,060	342 10
	Lee	8,609	21,250	2 47	34,827	137,168	3 94	3	1,900	633 33
	Putnam	1,896	3,504	1 90	12,529	52,772	4 21	8	3,550	443 75
	Rock Island	2,754	4,143	1 50	26,614	44,420	1 67	44	32,800	745 45
7	Grundy	2,773	4,275	1 54	18,856	39,474	2 09	19	9,675	509 21
	Kendall	10,653	21,224	2 00	25,780	57,680	2 24	8	1,638	205 00
	LaSalle	13,306	28,397	2 13	73,111	272,078	3 72	90	67,666	751 84
	Will	8,702	12,400	1 42	25,049	46,230	1 85	86	65,530	761 98
8	Ford	379	795	2 10	25,667	81,631	3 18	7	2,600	371 43
	Iroquois	5,002	7,096	1 42	59,409	150,460	2 87	21	7,075	336 90
	Kankakee	2,296	4,638	2 02	15,196	40,134	2 64	10	3,550	355 00
	Livingston	4,502	11,899	2 64	80,620	226,806	2 81	25	13,530	541 20
	Marshall	3,600	6,214	1 73	33,392	103,477	3 10	18	13,150	730 55
	Woodford	4,792	8,860	1 85	51,665	134,180	2 60	6	1,200	200 00
9	Fulton	20,335	41,043	2 02	85,550	271,137	3 17	77	38,370	498 31
	Knox	9,071	18,394	2 03	83,668	257,613	3 08	30	22,925	764 17
	Peoria	7,965	13,860	1 74	63,310	161,563	2 55	37	16,750	452 70
	Stark	5,184	10,367	2 00	41,900	110,231	2 63	6	3,350	558 33
10	Hancock	6,922	9,583	1 38	57,257	151,893	2 65	26	7,350	282 69
	Henderson	2,518	4,856	1 93	34,216	114,614	3 35	3	1,160	386 67
	McDonough	8,503	16,248	1 91	70,431	221,278	3 14	34	18,515	544 56
	Mercer	6,851	10,456	1 53	65,988	129,962	1 97	15	3,025	201 67
	Schuyler	7,337	13,059	1 78	29,452	71,172	2 42	23	11,975	521 99
	Warren	5,235	10,635	2 03	63,606	192,840	3 03	16	6,320	395 00
11	Adams	13,779	26,367	1 91	64,836	141,608	2 18	84	34,825	414 58
	Brown	4,405	11,011	2 50	21,832	51,324	2 35	20	5,683	284 15
	Calhoun	1,457	2,340	1 61	11,359	23,705	2 09	6	3,750	625 00
	Greene	8,653	14,349	1 66	27,961	70,991	2 54	29	9,950	343 10
	Jersey	3,192	6,824	2 14	15,190	37,024	2 44	11	5,215	474 09
	Pike	13,588	22,849	1 68	55,564	129,587	2 33	28	13,675	488 39
12	Cass	1,748	2,246	1 28	19,859	45,768	2 30	11	4,050	368 18
	Christian	7,978	12,834	1 61	59,898	170,779	2 85	27	15,150	561 11
	Menard	6,177	13,794	2 23	28,803	111,162	3 86	17	9,250	544 12
	Morgan	8,685	15,166	1 75	28,030	67,594	2 41	12	5,650	470 83
	Sangamon	14,042	30,037	2 14	91,157	306,262	3 38	73	88,930	1,218 22
	Scott	4,345	8,444	1 94	19,669	57,284	2 91	10	4,200	420 00
13	DeWitt	10,557	20,955	1 99	39,991	122,478	3 06	6	3,125	520 63
	Logan	5,673	11,396	2 00	55,295	234,125	4 23	22	11,700	531 82
	Mason	1,169	1,334	1 14	20,615	63,129	3 06	10	3,250	325 00
	McLean	16,181	33,255	2 06	115,898	347,733	3 00	55	29,210	531 09
	Tazewell	7,217	13,788	1 91	47,232	152,313	3 22	20	11,215	560 75
14	Champaign	8,330	17,086	2 05	63,579	206,166	3 24	35	25,280	722 29
	Coles	11,129	12,578	1 13	39,865	92,551	2 32	32	12,625	394 53
	Douglas	6,947	11,999	1 73	30,783	90,684	2 95	11	4,525	411 36
	Macon	8,955	18,767	2 10	65,588	242,431	3 70	30	13,700	456 66
	Piatt	4,223	5,024	1 19	37,521	92,928	2 48	5	1,750	350 00
	Vermilion	30,992	58,245	1 88	58,394	165,347	2 83	40	33,030	825 75

STATEMENT—CONTINUED.

DISTRICTS.	COUNTIES.	SHEEP.			HOGS.			STEAM ENGINES, INCLUDING BOILERS.		
		No.	Value.	Av.	No.	Value.	Av.	No.	Value.	Av.
15	Crawford	18,702	$22,941	$1 23	24,380	$49,735	$2 04	16	$16,000	$1000 00
	Clark	15,936	21,465	1 35	29,011	50,478	1 74	30	17,083	569 43
	Cumberland	7,870	6,284	80	17,231	24,975	1 45	15	8 370	558 00
	Edgar	21,074	21,728	1 03	43,627	81,765	1 87	22	6,645	302 05
	Effingham	6,616	7,982	1 21	19,983	34,598	1 73	19	8,800	463 15
	Jasper	15,219	17,384	1 14	19,834	36,888	1 86	18	8,320	462 22
	Lawrence	9,791	10,429	1 07	17,417	26,928	1 49	10	5,300	530 00
	Moultrie	7,700	13,633	1 77	28,769	70,706	2 46	15	9,585	639 00
	Shelby	34,683	61,532	1 77	56,631	163,348	2 88	30	18,500	616 66
16	Bond	6,911	9,780	1 42	12,534	23,035	1 84	13	8,000	615 38
	Clay	14,205	18,330	1 29	21,556	42,819	1 99	19	9,650	507 89
	Clinton	5,659	9,117	1 61	20,136	38,456	1 91	25	14,240	569 60
	Fayette	20,961	24,180	1 15	39,801	75,112	1 88	32	24,550	767 19
	Marion	13,283	16,180	1 22	19,772	37,051	1 87	22	14,075	639 77
	Montgomery	9,525	9,865	1 03	33,225	69,680	2 10	30	11,235	374 50
	Washington	4,465	5,866	1 31	11,088	17,614	1 59	6	3,050	508 33
17	Macoupin	17,001	17,498	1 03	51,308	56,681	1 10	57	10,442	183 20
	Madison	6,590	12,655	1 94	38,885	89,761	2 31	51	34,225	671 08
	Monroe	1,584	1,511	95	11,643	16,331	1 40	16	6,700	418 75
	St. Clair	3,989	7,619	1 91	16,387	34,991	2 14	158	99,123	627 36
18	Alexander	1,237	1,203	97	7,463	7,864	1 05	19	8,960	471 58
	Jackson	6,361	6,213	98	20,880	22,971	1 10	30	20,875	695 83
	Johnson	6,092	5,169	85	13,033	11,220	86	14	9,180	655 71
	Massac	2,072	2,071	1 00	7,642	9,200	1 20	35	14,695	419 86
	Perry	4,812	4,748	99	8,779	9,284	1 06	18	8,360	464 44
	Pope	7,859	8,125	1 03	12,849	14,473	1 13	4	2,140	535 00
	Pulaski	1,096	871	79	6,023	5,488	91	7	7,000	100 00
	Randolph	8,000	10,616	1 33	15,362	21,735	1 41	32	29,725	928 91
	Union	6,004	5,781	96	16,636	16,919	1 02	14	10,150	725 00
	Williamson	11,110	11,781	1 06	18,223	21,608	1 19	13	9,052	696 31
19	Edwards	11,479	13,694	1 19	11,457	20,190	1 76	8	4,600	575 00
	Franklin	13,018	13,187	1 01	16,462	20,424	1 24	7	6,300	900 00
	Gallatin	6,604	7,067	1 07	14,725	15,930	1 08	27	22,489	832 93
	Hamilton	11,368	12,169	1 07	11,769	13,675	1 16	9	6,210	690 00
	Hardin	3,287	3,269	99	6,401	7,895	1 23	8	4,440	555 00
	Jefferson	15,023	13,893	92	15,607	19,382	1 25	17	8,775	516 18
	Richland	11,140	11,746	1 05	14,473	21,029	1 45	9	6,550	727 77
	Saline	10,580	10,395	98	14,760	18,260	1 24	15	8,082	538 80
	Wabash	5,600	6,605	1 18	10,331	24,298	2 35	15	8,860	590 67
	Wayne	18,408	18,134	99	18,172	28,575	1 57	11	7,100	645 45
	White	13,023	11,460	88	24,911	26,655	1 07	20	10,750	537 50
	Grand aggregate	1036,831	1,676,090	1 62	3452,213	8,972,402	2 60	2672	1556,906	582 67

STATEMENT—CONTINUED.

Districts.	Counties.	Fire or Burglar-Proof Safes.			Billiard, Pigeon-Hole, etc., Tables.			Carriages and Wagons.		
		No.	Value.	Av.	No.	Value.	Av.	No.	Value.	Av.
1	Cook	610	$59,740	$97 93	566	$42,259	$74 66	13,862	$519,263	$37 46
2	DuPage	16	675	42 19	23	585	25 43	3,010	65,383	21 72
3	Lake	22	895	40 68	13	835	64 23	3,432	60,854	17 73
4	Boone	24	1,245	51 88	1	40	40 00	2,301	84,844	36 87
	DeKalb	52	3,833	73 71	18	1,435	79 72	4,539	151,894	33 46
	Kane	110	7,115	64 68	37	4,090	110 54	5,189	210,092	40 49
	McHenry	26	2,130	81 92	11	630	57 27	4,440	138,306	31 05
	Winnebago	71	4,556	64 17	20	2,125	106 25	4,596	161,973	35 24
5	Carroll	27	1,485	55 00	15	1,020	68 00	3,056	100,186	32 78
	JoDaviess	74	4,255	57 63	13	625	48 07	3,469	98,029	28 28
	Ogle	47	5,345	113 72	15	1,770	118 00	5,893	218,148	37 02
	Stephenson	101	6,685	66 19	22	2,150	97 73	5,012	190,231	37 96
	Whiteside	80	5,624	70 30	42	4,033	96 02	4,515	146,940	32 54
6	Bureau	49	1,581	32 26	24	1,090	46 25	5,663	73,229	12 93
	Henry	43	2,605	60 60	121	2,960	24 46	5,946	170,007	28 59
	Lee	42	2,610	62 14	19	1,765	92 89	4,058	131,683	32 45
	Putnam	5	790	158 00	2	45	27 50	1,276	42,521	33 32
	Rock Island	89	5,505	61 87	49	4,295	87 65	3,241	115,383	35 60
7	Grundy	20	1,810	90 50	19	2,145	112 89	2,544	63,145	24 82
	Kendall	15	1,160	77 00	19	2,270	120 00	2,705	97,837	36 20
	LaSalle	211	14,574	69 07	95	7,205	75 84	9,018	302,790	33 58
	Will	84	5,170	61 55	62	4,255	68 63	6,034	124,723	20 67
8	Ford	29	2,825	97 41	10	875	87 50	2,669	71,470	26 78
	Iroquois	36	2,465	68 47	21	1,670	79 52	5,559	141,476	25 43
	Kankakee	32	1,815	56 72	23	1,945	84 57	2,981	70,719	23 72
	Livingston	91	6,764	74 33	25	3,345	133 80	6,805	204,124	30 00
	Marshall	46	2,642	57 43	20	1,873	93 65	2,860	84,699	29 62
	Woodford	40	4,070	101 75	13	859	66 08	4,154	119,601	28 79
9	Fulton	87	7,745	89 02	14	1,590	113 57	6,029	239,165	39 67
	Knox	80	10,965	137 06	9	850	94 44	5,678	241,668	42 56
	Peoria	79	6,020	76 20	37	3,880	104 86	5,461	211,617	38 75
	Stark	19	1,795	94 47	9	1,700	188 89	2,132	71,981	33 76
10	Hancock	11	1,160	105 45	15	1,115	74 33	5,837	164,595	28 20
	Henderson	6	505	84 17	2	200	100 00	1,952	60,915	31 21
	McDonough	54	3,866	71 59	11	1,130	102 73	4,709	169,276	35 95
	Mercer	25	1,905	76 20	4	300	75 00	3,318	97,542	29 40
	Schuyler	7	260	37 14	....	.....	.....	2,315	74,795	32 31
	Warren	34	3,685	108 38	7	900	128, 57	4,081	152,243	37 31
11	Adams	136	5,865	43 13	32	2,305	72 03	6,541	196,845	30 09
	Brown	14	1,988	142 00	3	1,000	333 33	1,927	62,056	32 20
	Calhoun	6	235	39 17	3	30	10 00	799	25,430	31 00
	Greene	10	2,600	260 00	5	395	79 00	2,519	107,062	42 50
	Jersey	9	2,070	230 00	7	550	78 57	817	76,184	93 25
	Pike	20	2,828	141 40	8	750	93 75	4,571	164,369	35 95
12	Cass	33	1,970	59 70	12	385	32 08	1,398	42,656	30 51
	Christian	37	3,700	100 00	26	1,895	72 88	4,442	141,785	31 92
	Menard	21	3,070	146 19	3	350	116 66	1,845	63,410	34 37
	Morgan	10	2,441	244 10	....	.....	.....	2,417	73,087	30 24
	Sangamon	110	9,133	83 03	47	2,315	49 26	6,748	229,495	34 01
	Scott	26	1,365	52 50	4	135	33 75	1,409	55,164	39 15
13	DeWitt	16	3,110	194 38	12	1,160	96 66	2,808	80,732	28 75
	Logan	56	5,390	96 25	17	1,170	68 82	4,226	149,513	35 38
	Mason	30	2,350	78 33	18	1,565	86 94	2,558	72,516	28 35
	McLean	109	11,240	103 12	32	2,705	84 53	8,499	289,597	34 07
	Tazewell	75	7,160	95 47	28	2,095	74 82	4,523	160,332	35 45
14	Champaign	85	7,255	85 35	33	4,070	123 33	5,763	190,329	33 03
	Coles	35	2,960	84 60	14	1,450	103 57	3,501	109,689	31 33
	Douglas	43	5,060	117 67	5	345	69 00	2,552	74,643	29 25
	Macon	30	6,820	227 33	16	1,600	100 00	4,409	160,803	36 47
	Piatt	22	1,995	90 68	6	350	58 33	2,387	55,291	23 16
	Vermilion	55	7,735	140 64	29	2,325	80 17	5,730	187,848	32 78

STATEMENT—CONTINUED.

Districts.	Counties.	Fire or Burglar-Proof Safes.			Billiard, Pigeon-Hole, etc., Tables.			Carriages and Wagons.		
		No.	Value.	Av.	No.	Value.	Av.	No.	Value.	Av.
15	Crawford	14	$1,315	$93 93	1	$35	$35 00	2,137	$74,418	$34 82
	Clark	13	1,140	87 69	8	875	109 38	2,916	81,759	28 04
	Cumberland	2	45	22 50	9	450	50 00	1,649	30,955	18 77
	Edgar	27	1,037	38 41	8	550	68 75	3,843	85,195	22 17
	Effingham	13	1,165	89 62	16	890	55 63	2,295	58,742	25 60
	Jasper	3	120	40 00	3	160	53 33	1,921	47,033	24 48
	Lawrence	7	465	66 43	5	475	95 00	1,961	48,384	24 67
	Moultrie	10	2,405	240 50	9	1,350	150 00	2,142	65,855	30 74
	Shelby	17	2,505	147 35	15	1,425	95 00	4,367	161,770	37 04
16	Bond	6	1,625	270 83	....	.....	.....	1,717	45,045	26 23
	Clay	16	3,470	216 88	11	1,025	93 18	2,447	69,843	28 54
	Clinton	25	2,335	93 40	20	855	42 75	2,954	86,287	29 21
	Fayette	20	1,942	97 10	15	1,115	74 33	3,383	97,353	28 78
	Marion	39	2,623	67 26	19	1,350	71 05	3,080	86,410	28 05
	Montgomery	34	3,174	93 35	14	725	51 79	3,763	97,942	26 03
	Washington	22	2,020	91 82	12	685	57 08	2,097	68,731	32 77
17	Macoupin	50	3,004	60 08	33	913	27 67	5,505	72,207	13 12
	Madison	100	7,085	70 85	32	1,105	34 53	6,038	216,450	35 85
	Monroe	15	520	34 67	9	202	22 44	2,061	41,018	19 90
	St. Clair	90	8,182	90 91	38	3,412	89 79	4,365	158,460	36 30
18	Alexander	46	2,960	64 35	17	1,345	79 01	869	25,603	29 46
	Jackson	19	1,545	81 47	13	988	76 00	1,912	49,081	25 67
	Johnston	7	415	59 29	....	.....	.....	1,096	21,197	19 34
	Massac	16	865	54 06	2	75	37 50	986	23,739	24 18
	Perry	11	405	36 82	9	313	34 78	1,638	38,263	23 36
	Pope	15	830	53 33	2	150	75 00	1,010	27,522	27 25
	Pulaski	20	775	38 75	10	675	67 50	157	14,776	94 11
	Randolph	19	1,517	79 84	13	530	40 77	3,069	104,087	33 91
	Union	17	1,905	112 06	7	310	44 28	1,825	51,312	28 12
	Williamson	12	540	45 00	5	147	29 40	1,381	37,369	27 06
19	Edwards	6	800	133 33	....	.....	.....	1,122	44,481	39 64
	Franklin	1	25	25 00	....	.....	.....	1,471	39,059	26 55
	Gallatin	17	1,468	86 35	5	320	64 00	1,121	34,204	30 51
	Hamilton	4	310	77 50	1	68	68 00	1,155	24,115	20 88
	Hardin	4	400	100 00	....	.....	.....	519	14,643	28 21
	Jefferson	22	3,145	142 95	1	25	25 00	2,386	47,955	20 10
	Richland	15	1,175	78 33	5	1,075	215 00	2,209	68,625	31 07
	Saline	18	930	51 67	4	175	43 75	1,212	32,408	26 74
	Wabash	14	1,140	81 43	6	260	43 33	1,222	43,791	35 84
	Wayne	18	1,455	80 83	....	.....	.....	2,346	57,861	24 66
	White	23	1,370	59 56	8	425	53 12	2,111	38,505	18 24
	Grand aggregate	4329	366,377	84 63	2171	163,282	75 21	344,186	10,744,636	31 22

STATEMENT—CONTINUED.

Districts.	Counties.	Watches and Clocks.			Sewing or Knitting Machines.			Pianos.		
		No.	Value.	Av.	No.	Value.	Av.	No.	Value.	Av.
1	Cook	7,984	$77,717	$9 73	3,655	$82,132	$22 47	1,961	$194,925	$99 40
2	DuPage	2,844	7,422	2 61	1,200	19,703	16 42	199	16,510	82 97
3	Lake	2,414	7,338	3 04	1,032	14,593	14 14	204	13,927	68 27
4	Boone	2,137	12,412	5 81	864	25,669	29 71	69	8,050	116 66
	DeKalb	4,041	21,350	5 28	1,966	50,720	25 80	174	21,935	126 06
	Kane	5,275	48,380	9 17	2,680	77,547	28 94	526	80,465	152 97
	McHenry	3,537	14,545	4 11	1,538	36,859	23 97	148	17,760	120 00
	Winnebago	3,238	24,566	7 59	2,295	51,222	22 32	416	43,980	105 72
5	Carroll	2,759	10,738	3 89	1,278	27,959	21 88	87	8,460	97 24
	Jo Daviess	2,901	17,345	5 98	1,283	38,583	30 07	177	22,480	127 01
	Ogle	5,508	31,944	5 80	2,101	70,222	33 42	235	38,500	163 83
	Stephenson	4,406	24,736	5 61	2,273	60,964	26 51	205	26,399	128 78
	Whiteside	4,071	21,805	5 35	1,931	52,378	27 12	197	24,770	125 74
6	Bureau	4,364	8,392	1 92	1,977	16,230	8 21	172	7,396	43 00
	Henry	4,846	16,878	3 48	2,000	46,082	23 04	205	20,940	102 17
	Lee	3,618	21,993	6 08	1,726	42,811	24 80	193	25,330	131 24
	Putnam	1,106	6,360	5 75	395	10,455	26 47	36	3,800	105 56
	Rock Island	3,509	27,797	7 92	2,170	55,453	25 55	276	31,105	112 70
7	Grundy	1,710	6,895	4 03	852	15,245	17 89	104	8,905	85 62
	Kendall	1,777	9,295	5 23	944	31,785	33 67	120	19,807	165 00
	LaSalle	6,848	46,791	6 83	3,826	102,304	26 74	501	64,478	128 90
	Will	5,138	16,669	3 24	2,360	41,982	17 79	273	28,023	102 65
8	Ford	2,014	8,993	4 47	797	20,533	25 76	36	2,515	69 86
	Iroquois	4,598	15,566	3 33	1,976	47,716	24 15	110	10,491	95 37
	Kankakee	1,731	5,680	3 28	838	17,005	20 29	112	7,070	63 12
	Livingston	4,888	22,308	4 56	2,237	62,038	27 73	145	18,612	128 36
	Marshall	2,605	10,557	4 05	1,185	26,638	22 48	153	14,375	93 95
	Woodford	3,530	12,764	3 62	1,428	38,311	26 83	96	9,880	102 92
9	Fulton	5,620	35,892	6 39	2,027	58,897	29 06	190	26,270	138 26
	Knox	3,937	38,314	9 74	2,279	74,307	32 61	344	53,950	156 82
	Peoria	3,830	31,068	8 11	2,007	52,219	26 02	365	45,580	124 88
	Stark	1,703	9,676	5 68	850	26,897	31 56	44	5,840	132 73
10	Hancock	5,797	25,280	4 36	2,314	58,677	25 36	160	18,310	114 43
	Henderson	1,011	6,472	6 40	659	19,608	29 75	45	4,925	109 44
	McDonough	4,956	26,953	5 44	1,851	55,366	29 91	137	18,340	133 87
	Mercer	2,811	10,630	3 78	1,258	29,370	23 34	55	6,390	116 18
	Schuyler	1,915	8,751	4 57	743	17,071	22 98	42	4,375	104 17
	Warren	3,461	16,376	4 73	1,574	40,550	25 76	148	14,160	95 67
11	Adams	5,269	25,386	4 82	3,084	64,697	20 98	396	40,465	102 18
	Brown	1,682	7,783	4 63	605	22,314	36 88	37	4,565	123 38
	Calhoun	602	4,400	7 31	134	4,655	34 74	7	1,115	159 29
	Greene	1,276	13,110	10 27	913	27,085	29 67	134	16,095	120 11
	Jersey	1,271	8,794	6 92	604	17,690	29 29	104	11,250	108 17
	Pike	3,491	20,905	5 99	1,598	47,818	29 92	155	22,635	146 03
12	Cass	891	5,986	6 72	618	15,492	25 07	63	4,880	77 62
	Christian	3,596	20,220	5 61	1,629	46,036	28 26	109	13,805	126 65
	Menard	1,636	13,411	8 20	641	17,316	27 01	56	8,980	160 36
	Morgan	859	7,523	8 76	1,020	20,450	20 05	238	25,505	107 16
	Sangamon	5,544	53,427	9 64	2,969	90,730	30 56	498	60,195	120 87
	Scott	1,060	8,801	8 30	555	16,641	30 00	70	10,943	156 33
13	DeWitt	2,569	12,995	5 05	1,200	31,993	26 66	56	6,220	111 07
	Logan	3,325	22,322	6 71	1,640	49,274	30 05	125	17,322	138 58
	Mason	2,200	12,139	5 52	878	23,516	26 78	86	10,195	118 55
	McLean	6,948	67,068	9 65	3,385	87,785	25 93	471	69,060	146 62
	Tazewell	3,761	25,950	6 90	1,859	55,182	29 68	224	30,435	135 87
14	Champaign	5,001	34,391	6 88	2,527	70,901	28 06	217	32,140	148 11
	Coles	3,847	17,415	4 53	2,029	34,016	16 76	167	21,166	126 74
	Douglas	2,287	13,983	6 12	1,016	27,740	27 30	67	6,890	102 83
	Macon	3,067	24,472	7 98	1,837	50,584	27 54	196	33,520	171 02
	Piatt	1,648	8,403	5 10	923	19,663	21 30	35	4,010	114 57
	Vermilion	5,353	36,452	6 81	2,290	65,690	28 81	160	23,060	144 13

STATEMENT—CONTINUED.

Districts.	Counties.	Watches and Clocks.			Sewing or Knitting Machines.			Pianos.		
		No.	Value.	Av.	No.	Value.	Av.	No.	Value.	Av.
15	Crawford	1,822	$9,525	$5 23	662	$17,412	$26 30	20	$2,830	$141 50
	Clark	2,687	10,230	3 81	912	25,168	27 60	54	8,770	162 41
	Cumberland	1,376	2,779	2 02	384	6,444	16 78	16	1,655	103 44
	Edgar	3,[illegible]4	10,682	3 34	1,469	27,037	18 42	155	14,120	91 10
	Effingham	1,887	5,142	2 72	596	13,071	21 93	51	5,090	99 80
	Jasper	1,539	3,631	2 36	446	11,487	25 76	12	1,050	87 50
	Lawrence	1,713	6,367	3 71	581	15,533	26 73	20	2,675	133 75
	Moultrie	1,584	6,855	4 33	697	17,923	25 71	37	6,200	167 57
	Shelby	3,266	19,359	5 93	1,311	37,239	28 40	91	14,870	163 41
16	Bond	528	4,210	7 95	599	15,745	26 29	53	5,895	111 25
	Clay	2,258	10,450	4 63	759	19,443	25 62	45	7,025	156 00
	Clinton	1,975	8,439	4 27	847	21,834	25 78	56	6,755	120 63
	Fayette	2,646	11,688	4 42	831	25,765	30 00	34	4,420	130 00
	Marion	3,036	16,516	5 44	1,181	27,844	23 58	166	20,855	125 63
	Montgomery	2,700	17,119	6 34	1,422	32,695	22 99	110	10,385	94 41
	Washington	2,029	5,477	2 70	807	22,522	27 91	42	6,005	142 98
17	Macoupin	4,978	8,842	1 78	2,017	13,995	6 94	229	9,953	43 46
	Madison	3,745	31,304	8 36	1,965	62,338	31 72	383	42,235	110 27
	Monroe	1,774	3,432	1 93	414	9,598	23 18	29	2,570	88 62
	St. Clair	2,677	17,853	6 67	1,593	47,505	29 82	199	27,835	139 87
18	Alexander	759	10,787	14 21	429	10,696	24 93	104	9,750	93 75
	Jackson	2,095	10,004	4 78	663	17,074	25 75	64	6,310	98 60
	Johnson	887	3,859	4 35	170	3,065	18 03	4	625	156 25
	Massac	942	2,537	2 69	246	5,122	20 82	21	1,965	93 57
	Perry	1,494	6,904	4 62	536	14,615	27 27	55	4,267	77 60
	Pope	1,069	4,051	3 79	175	5,453	31 16	26	3,875	149 04
	Pulaski	855	3,149	3 68	320	4,766	14 89	29	2,315	79 83
	Randolph	3,105	13,878	4 47	1,149	32,052	27 89	73	7,797	106 81
	Union	1,855	9,238	4 98	480	9,947	20 72	44	3,885	88 30
	Williamson	1,239	6,876	5 55	334	7,945	23 79	14	1,750	125 00
19	Edwards	1,145	5,668	4 95	306	8,664	28 30	24	3,035	126 46
	Franklin	1,246	6,456	5 18	296	7,801	26 35	16	2,350	146 88
	Gallatin	696	7,328	10 53	384	11,721	30 52	50	8,011	160 22
	Hamilton	1,008	4,262	4 23	208	3,440	16 54	13	1,200	92 31
	Hardin	379	2,763	7 29	129	3,054	23 67	6	520	86 67
	Jefferson	1,847	5,980	3 24	661	11,884	17 98	40	3,645	91 13
	Richland	2,223	11,384	5 12	750	23,493	31 32	74	12,320	166 49
	Saline	1,119	5,989	5 35	316	6,709	21 23	6	810	135 00
	Wabash	1,097	5,500	5 01	401	12,273	30 61	34	6,380	187 65
	Wayne	2,941	7,391	3 62	571	12,667	22 18	20	2,975	148 75
	White	1,781	5,165	2 90	615	7,023	11 42	43	3,470	80 70
	Grand aggregate	281,910	1,581,052	5 61	126,945	3,212,661	25 31	14,893	1,751,927	117 63

STATEMENT—CONTINUED.

DISTRICTS.	COUNTIES.	MELODEONS AND ORGANS.			FRANCHISES.			ANNUITIES AND ROYALTIES.		
		No.	Value.	Av.	No.	Value.	Av.	No.	Value.	Av.
1	Cook	297	$11,599	$39 05	15	$19,150	1,276 66	3	$1,150	383 33
2	DuPage	177	4,968	28 07	.....	.....	.....	.....	60	.....
3	Lake	234	5,814	24 85	1	155	155 00	1	50	50 00
4	Boone	201	12,821	63 79	.....	.....	.....	.....	.....	.....
	DeKalb	426	25,446	59 73	.....	.....	.....	.....	920	.....
	Kane	422	25,522	60 48	.....	.....	.....	3	1,425	475 00
	McHenry	376	20,498	54 52	.....	.....	.....	.....	.....	.....
	Winnebago	446	21,735	48 73	.....	.....	.....	.....	2,400	.....
5	Carroll	241	11,713	48 60	.....	.....	.....	.....	.....	.....
	JoDaviess	309	16,005	51 80	1	$500	$500 00	.....	.....	.....
	Ogle	537	34,797	64 80	.....	.....	.....	.....	432	.....
	Stephenson	433	24,028	55 49	.....	125	.....	.....	308	.....
	Whiteside	485	23,179	47 79	6	1,535	255 83	.....	.....	.....
6	Bureau	490	10,270	20 96	.....	.....	.....	.....	.....	.....
	Henry	375	15,145	40 39	.....	295	.....	.....	150	.....
	Lee	321	16,419	51 15	.....	.....	.....	.....	.....	.....
	Putnam	89	6,865	77 13	.....	.....	.....	.....	.....	.....
	Rock Island	232	10,260	44 22	.....	1,000	.....	.....	5,550	.....
7	Grundy	111	4,042	36 41	.....	.....	.....	.....	.....	.....
	Kendall	211	15,028	71 22	.....	.....	.....	.....	.....	.....
	LaSalle	531	27,793	52 34	.....	.....	.....	.....	2,161	.....
	Will	243	6,846	28 17	.....	.....	.....	.....	.....	.....
8	Ford	78	4,550	58 33	.....	.....	.....	2	312	156 00
	Iroquois	209	9,441	45 17	.....	$600	.....	.....	180	.....
	Kankakee	85	3,075	36 18	.....	.....	.....	.....	.....	.....
	Livingston	256	14,101	55 08	.....	.....	.....	2	700	350 00
	Marshall	133	6,535	49 13	.....	.....	.....	.....	.....	.....
	Woodford	193	11,240	58 24	1	144	144 00	.....	.....	.....
9	Fulton	309	19,433	62 89	8	2,168	271 00	8	7,767	970 87
	Knox	364	24,199	66 48	1	2,000	2,000 00	.....	400	.....
	Peoria	331	19,464	58 80	.....	200	.....	.....	1,700	.....
	Stark	184	11,909	64 72	.....	300	.....	.....	1,700	.....
10	Hancock	357	19,495	54 60	.....	800	.....	.....	820	.....
	Henderson	126	7,188	57 05	.....	.....	.....	.....	.....	.....
	McDonough	284	16,885	59 45	.....	.....	.....	19	1,922	101 16
	Mercer	228	8,155	35 77	.....	.....	.....	1	1,000	1000 00
	Schuyler	70	3,925	56 07	.....	.....	.....	.....	.....	.....
	Warren	275	17,992	65 43	.....	.....	.....	.....	6,100	.....
11	Adams	346	18,662	53 94	.....	1,500	.....	.....	.....	.....
	Brown	74	5,455	73 72	.....	.....	.....	1	300	300 00
	Calhoun	12	1,000	83 23	.....	.....	.....	.....	.....	.....
	Greene	64	2,510	39 22	.....	2,000	.....	.....	.....	.....
	Jersey	27	1,710	63 33	.....	.....	.....	.....	.....	.....
	Pike	179	12,350	69 33	.....	.....	.....	.....	626	.....
12	Cass	82	4,565	55 67	.....	.....	.....	.....	.....	.....
	Christian	210	11,883	56 59	.....	.....	.....	.....	.....	.....
	Menard	87	5,330	61 26	1	200	200 00	1	1,000	1000 00
	Morgan	134	5,545	41 38	.....	.....	.....	.....	.....	.....
	Sangamon	231	12,182	52 74	2	5,500	2,750	1	2,150	2150 00
	Scott	48	2,879	69 98	.....	.....	.....	.....	.....	.....
13	DeWitt	100	10,073	100 73	.....	.....	.....	.....	.....	.....
	Logan	129	9,520	73 57	.....	.....	.....	2	432	216 00
	Mason	79	4,020	50 90	.....	4,800	.....	.....	.....	.....
	McLean	279	19,791	70 94	.....	.....	.....	1	100	100 00
	Tazewell	176	10,152	57 68	3	1,250	416 67	1	115	115 00
14	Champaign	242	13,870	57 31	.....	.....	.....	.....	.....	.....
	Coles	86	3,693	42 94	.....	50	.....	.....	12	.....
	Douglas	62	3,418	55 11	.....	.....	.....	1	300	300 00
	Macon	176	11,452	65 07	1	900	900 00	.....	.....	.....
	Piatt	69	3,195	46 30	.....	.....	.....	.....	.....	.....
	Vermilion	199	11,908	59 84	.....	.....	.....	.....	.....	.....

STATEMENT—CONTINUED.

DISTRICTS.	COUNTIES.	MELODEONS AND ORGANS.			FRANCHISES.			ANNUITIES AND ROYALTIES.		
		No.	Value.	Av.	No.	Value.	Av.	No.	Value.	Av.
15	Crawford	18	$870	$48 33	.....	.....	.....	.....	$2,175	.....
	Clark	48	2,900	60 42	.....	.....	.....	1	75	$75 00
	Cumberland	23	970	42 17	.....	.....	.....	.....	.....	.....
	Edgar	70	2,983	42 61	.....	.....	.....	.....	.....	.....
	Effingham	48	2,470	51 46	1	$300	$300 00	.....	.....	.....
	Jasper	17	635	37 35	.....	.....	.....	.....	.....	.....
	Lawrence	37	1,782	48 16	.....	.....	.....	.....	.....	.....
	Moultrie	49	3,860	78 78	.....	.....	.....	.....	.....	.....
	Shelby	99	7,337	74 11	.....	.....	.....	1	100	100 00
16	Bond	43	2,000	46 51	.....	.....	.....	.....	.....	.....
	Clay	48	3,090	64 37	.....	.....	.....	1	250	250 00
	Clinton	47	2,587	55 04	.....	.....	.....	.....	.....	.....
	Fayette	69	3,992	57 86	.....	20	.....	.....	.....	.....
	Marion	148	8,516	57 54	.....	.....	.....	.....	.....	.....
	Montgomery	130	6,385	49 12	.....	.....	.....	.....	.....	.....
	Washington	86	4,943	57 48	.....	.....	.....	.....	.....	.....
17	Macoupin	312	4,923	15 78	.....	10	.....	.....	.....	.....
	Madison	125	8,110	64 89	.....	.....	.....	.....	.....	.....
	Monroe	2	100	50 00	.....	.....	.....	.....	.....	.....
	St. Clair	53	3,710	66 25	.....	.....	.....	.....	.....	.....
18	Alexander	24	1,115	46 46	.....	.....	.....	.....	.....	.....
	Jackson	58	2,930	50 52	.....	.....	.....	1	2,424	2424 00
	Johnson	8	325	40 63	.....	.....	.....	.....	.....	.....
	Massac	14	590	42 14	1	5	5 00	2	240	120 00
	Perry	66	2,707	41 01	4	215	53 75	.....	.....	.....
	Pope	1	300	300 00	.....	200	.....	.....	.....	.....
	Pulaski	10	353	35 30	.....	.....	.....	.....	.....	.....
	Randolph	118	9,210	78 05	5	3,950	790 00	1	800	800 00
	Union	47	1,945	41 17	.....	.....	.....	.....	.....	.....
	Williamson	18	1,189	66 06	.....	.....	.....	4	693	173 25
19	Edwards	15	815	54 33	.....	.....	.....	.....	.....	.....
	Franklin	16	1,270	79 38	.....	.....	.....	.....	.....	.....
	Gallatin	22	1,674	76 09	1	1,000	1,000 00	.....	.....	.....
	Hamilton	7	304	43 43	.....	.....	.....	.....	.....	.....
	Hardin	10	495	49 30	.....	.....	.....	.....	.....	.....
	Jefferson	40	1,388	34 70	.....	.....	.....	11	399	36 27
	Richland	78	5,137	65 86	.....	.....	.....	.....	.....	.....
	Saline	15	955	63 67	.....	.....	.....	.....	.....	.....
	Wabash	19	1,164	61 26	.....	.....	.....	.....	.....	.....
	Wayne	30	1,390	46 33	.....	.....	.....	.....	160	.....
	White	21	625	29 76	.....	.....	.....	.....	.....	.....
	Grand aggregate	15,872	841,577	53 02	52	50,872	978 27	69	49,558	718 12

STATEMENT—CONTINUED.

Districts.	Counties.	Patent Rights.			Steamboats, Sailing Vessels, etc.			Total value of enumerated property.	Merchandise.
		No.	Value.	Av.	No.	Value.	Av.		
1	Cook	8	$7,170	$896 25	760	$934,375	1,229 44	$3,460,286	$9,860,469
2	DuPage							586,376	86,296
3	Lake	1	10	10 00	2	900	450 00	734,071	78,649
4	Boone	3	360	120 00				902,175	173,461
	DeKalb		200					2,038,884	303,522
	Kane	2	2,150	1,025 00				2,025,160	744,272
	McHenry							1,607,512	337,485
	Winnebago		500					1,487,382	459,215
5	Carroll				5	1,470	294 00	1,113,910	185,487
	JoDaviess	1	75	75 00	1	2,000	2,000 00	1,174,207	415,624
	Ogle		200					2,510,262	377,032
	Stephenson		150					1,555,720	557,068
	Whiteside	3	10	3 33	5	2,285	457 00	1,698,660	334,506
6	Bureau				1	140	140 00	907,559	128,954
	Henry		100		1	75	75 00	2,022,518	426,093
	Lee		30					1,741,957	279,525
	Putnam				3	1,315	438 33	477,375	47,955
	Rock Island		305			9,360		971,455	519,945
7	Grundy				8	4,850	606 25	733,409	204,120
	Kendall							928,047	97,671
	LaSalle		1,500		20	9,665	483 25	3,365,278	1,114,648
	Will	3	135	45 00	11	5,475	497 73	1,417,244	446,457
8	Ford	1	10	10 00				832,589	223,559
	Iroquois		2,220			100		1,940,610	286,370
	Kankakee							862,146	134,917
	Livingston							2,318,951	433,709
	Marshall	1	100	100 00				966,744	202,446
	Woodford	2	585	292 50	2	28	14 00	1,191,722	288,547
9	Fulton	6	905	150 83				2,347,185	541,555
	Knox		150					2,418,183	591,509
	Peoria		300		31	7,525	242 74	1,709,914	1,196,386
	Stark		130					982,173	166,758
10	Hancock		724		6	318	53 00	1,766,955	286,406
	Henderson							877,456	84,290
	McDonough	2	150	75 00	1	5	5 00	1,927,485	348,748
	Mercer	1	100	100 00	5	3,077	615 40	1,218,114	187,497
	Schuyler	1	90	90 00	4	95	23 75	789,815	76,770
	Warren	3	55	18 33				1,646,012	261,423
11	Adams		2,120			17,775		1,721,761	718,233
	Brown	1	200	200 00	1	75	75 00	617,082	105,761
	Calhoun				10	1,610	161 00	282,975	37,570
	Greene		150					1,092,846	239,995
	Jersey				3	10,340	3,446 66	564,950	114,955
	Pike		68		9	587	65 22	1,482,140	350,682
12	Cass				1	1,400	1,400 00	529,704	140,101
	Christian	4	165	41 25				1,602,385	338,808
	Menard							993,593	193,530
	Morgan	1	1,000	1,000 00				867,332	300,300
	Sangamon	7	1,810	258 57				2,980,376	759,839
	Scott							462,869	59,953
13	DeWitt		70					1,068,363	130,965
	Logan							2,003,761	397,284
	Mason	3	112	37 33	3	168	$56 00	735,128	209,908
	McLean	3	810	270 00				3,576,538	1,260,740
	Tazewell	1	40	40 00	1	75	75 00	1,656,535	447,882
14	Champaign							2,294,239	463,554
	Coles		195					1,085,595	314,257
	Douglas	1	25	25 00				1,014,691	165,314
	Macon	1	190	190 00				1,884,839	516,653
	Piatt							811,836	135,207
	Vermilion		235					2,173,646	443,748

STATEMENT—CONTINUED.

Districts.	Counties.	Patent Rights.			Steamboats, Vessels, etc.			Total value of enumerated property.	Merchandise.
		No.	Value.	Av.	No.	Value.	Av.		
15	Crawford	....	$75	.....	1	$66	$66 00	$621, 192	$88, 938
	Clark	7	102	$14 29	1	20	20 00	716, 198	120, 687
	Cumberland	....	.....	.....	....	.....	.....	317, 876	20, 837
	Edgar	1	500	500 00	....	.....	.....	1, 037, 908	140, 600
	Effingham	....	.....	.....	....	.....	.....	527, 066	83, 341
	Jasper	....	.....	.....	....	.....	.....	482, 875	23, 643
	Lawrence	....	.....	.....	1	30	30 00	387, 430	40, 980
	Moultrie	3	125	41 67	....	.....	.....	772, 303	98 498
	Shelby	....	.....	.....	....	.....	.....	1, 689, 514	250, 179
16	Bond	....	.....	.....	....	.....	.....	465, 985	69, 545
	Clay	2	75	37 50	....	.....	.....	680, 443	153, 935
	Clinton	2	101	50 50	....	.....	.....	738, 521	135, 916
	Fayette	....	210	.....	....	.....	.....	1, 025, 600	174, 512
	Marion	2	90	45 00	....	.....	.....	762, 495	190, 481
	Montgomery	....	.....	.....	....	.....	.....	1, 003, 085	218, 341
	Washington	....	.....	.....	....	.....	.....	605, 511	122, 208
17	Macoupin	....	283	.....	....	.....	.....	821, 431	143, 261
	Madison	....	.....	.....	10	$43, 170	4, 317 00	1, 550, 619	493, 675
	Monroe	....	.....	.....	....	.....	.....	361, 817	76, 795
	St. Clair	....	.....	.....	10	96, 500	9, 650 00	1, 321, 063	448, 918
18	Alexander	....	.....	.....	14	70, 045	5, 003 21	268, 781	133, 619
	Jackson	1	5	5 00	3	175	58 33	436, 035	99, 668
	Johnston	....	.....	.....	1	10	10 00	226, 988	22, 225
	Massac	1	8	8 00	9	6, 090	676 66	220, 892	50, 215
	Perry	....	300	.....	....	.....	.....	304, 838	90, 642
	Pope	1	3	3 00	8	3, 681	460 13	320, 338	51, 320
	Pulaski	....	.....	.....	7	880	125 71	123, 033	30, 349
	Randolph	1	125	125 00	19	11, 900	626 32	720, 530	172, 771
	Union	2	50	25 00	2	2, 250	1, 125 00	388, 762	76, 315
	Williamson	1	10	10 00	....	.....	.....	396, 870	40, 882
19	Edwards	....	.....	.....	....	.....	.....	305, 784	29, 450
	Franklin	....	.....	.....	....	.....	.....	409, 016	30, 741
	Gallatin	....	.....	.....	20	17, 900	895 00	354, 873	84, 990
	Hamilton	....	.....	.....	....	.....	.....	270, 344	36, 261
	Hardin	....	.....	.....	12	815	67 92	161, 478	4, 845
	Jefferson	....	.....	.....	....	.....	.....	488, 620	56, 454
	Richland	1	5	5 00	....	700	.....	524, 276	146, 905
	Saline	....	.....	.....	....	.....	.....	392, 124	29, 343
	Wabash	....	.....	.....	2	170	85 00	304, 266	75, 680
	Wayne	....	65	.....	....	.....	.....	608, 677	69, 079
	White	2	35	17 50	13	910	70 00	359, 037	72, 184
	Grand aggregate	87	27, 771	319 21	1027	1, 270. 400	1, 237 00	112, 163, 179	34, 832, 811

STATEMENT—CONTINUED.

Districts.	Counties.	Material and manufactured articles.	Manuf. tools, implements and machinery.	Agricul. tools, implements and machinery.	Gold & silver plate & plated ware.	Diamonds and jewelry	Moneys of bank, banker, broker, etc.	Credits of bank, banker, broker, etc.
1	Cook	$957,062	$463,719	$100,965	$19,318	$16,087	$630,598	$387,992
2	DuPage	14,970	15,961	40,303	1,079	225	7,716	8,304
3	Lake	6,455	2,580	31,201	1,485	435	.....	160
4	Boone	8,793	4,255	67,748	2,937	716	.....	8,225
	DeKalb	101,375	27,211	133,990	2,615	173	16,226	14,253
	Kane	430,972	274,124	88,065	3,742	2,930	22,892	3,407
	McHenry	27,174	14,513	86,544	622	25	35,898	1,115
	Winnebago	144,445	65,901	108,094	3,825	2,275	10,810	2,485
5	Carroll	7,900	3,555	65,225	205	132	4,084	.....
	Jo Daviess	49,463	14,911	87,241	1,255	100	8,250	5,150
	Ogle	20,861	18,056	210,178	2,764	215	16,709	10,847
	Stephenson	52,570	29,389	150,613	882	974	40,379	110,952
	Whiteside	119,896	63,673	110,429	1,905	465	2,301	29,326
6	Bureau	10,170	9,717	46,364	667	16	8,107	3,448
	Henry	8,825	13,834	114,960	655	.....	36,370	3,780
	Lee	34,737	14,885	81,934	1,687	135	17,150	8,410
	Putnam	1,020	3,218	31,961	210	.....	.....	950
	Rock Island	209,026	92,225	33,323	1,510	1,950	16,500	22,026
7	Grundy	16,315	8,471	36,149	1,075	675	12,673	3,572
	Kendall	37,988	9,477	64,444	1,420	25	3,625	.....
	LaSalle	285,543	131,529	192,207	4,850	2,435	14,717	85,205
	Will	83,650	46,721	60,608	1,426	405	1,040	24,650
8	Ford	2,640	6,805	81,494	833	133	9,170	4,057
	Iroquois	9,254	15,830	141,143	892	753	26,879	36,690
	Kankakee	5,525	5,521	44,820	190	500	4,610	2,700
	Livingston	20,282	18,648	170,359	1,041	277	8,445	7,450
	Marshall	17,622	20,350	54,242	610	160	4,329	1,498
	Woodford	10,674	6,991	92,275	1,093	172	48,698	12,432
9	Fulton	41,767	60,027	170,008	2,001	274	58,266	42,577
	Knox	69,812	34,968	140,744	4,864	135	16,762	6,627
	Peoria	102,207	78,024	127,384	3,122	3,150	100,382	27,600
	Stark	3,737	1,800	52,322	315	20	20,319	16,080
10	Hancock	27,837	24,546	97,627	493	175	19,150	6,893
	Henderson	1,815	985	51,009	88	.....	.....	.....
	McDonough	28,621	17,483	115,108	1,771	711	28,622	33,763
	Mercer	12,144	8,428	66,924	335	15	29,432	24,805
	Schuyler	5,279	6,729	47,857	360	20	100,000	15
	Warren	7,029	8,471	87,960	221	.....	12,161	47,086
11	Adams	189,220	88,541	111,204	3,292	1,810	65,395	26,020
	Brown	6,122	10,085	46,147	736	360	7,525	5,663
	Calhoun	190	1,395	35,330	85	200	.....	.....
	Greene	17,645	6,420	65,396	110	.....	125,215	19,486
	Jersey	4,540	3,745	56,042	185	.....	1,100	12,600
	Pike	30,442	12,867	122,486	1,062	153	19,262	78,183
12	Cass	3,890	5,772	24,984	236	25	24,345	38,825
	Christian	37,687	16,750	110,114	622	859	118,104	30,577
	Menard	11,617	2,710	37,000	155	.....	42,290	43,944
	Morgan	11,115	4,600	27,463	.....	.....	81,000	14,738
	Sangamon	208,580	150,446	113,922	10,906	8,418	125,882	119,055
	Scott	3,720	5,994	23,721	633	187	8,250	.....
13	DeWitt	7,708	2,933	60,766	585	.....	74,956	3,830
	Logan	24,974	9,150	114,218	1,956	753	21,517	20,766
	Mason	3,395	5,508	64,238	1,122	127	11,226	1,575
	McLean	58,247	66,568	153,655	13,086	9,953	23,766	37,340
	Tazewell	80,774	36,595	106,589	4,853	1,115	48,917	5,784
14	Champaign	34,777	26,848	176,241	5,727	1,130	80,601	30,751
	Coles	16,979	16,061	64,123	1,056	452	4,782	20,585
	Douglas	2,557	9,740	71,713	440	220	8,859	11,061
	Macon	77,245	57,468	122,340	3,020	845	7,920	4,970
	Piatt	6,724	3,207	59,765	66	50	11,218	12,131
	Vermilion	28,360	32,533	117,472	2,873	895	64,248	39,380

STATEMENT—CONTINUED.

DISTRICTS.	COUNTIES.	Material and manufactured articles.	Manuf. tools, implements and machinery.	Agricul. tools, implements and machinery.	Gold & silver plate & plated ware.	Diamonds and jewelry	Moneys of bank, banker, broker, etc.	Credits of bank, banker, broker, etc.
15	Crawford	$4,901	$4,028	$62,759	$65	$10	$16,040	$1,728
	Clark	12,283	16,510	40,895	534	150	6,468	3,359
	Cumberland	1,880	2,585	19,765	63	10	.....	.....
	Edgar	9,973	3,726	55,369	249	10	1,176	187
	Effingham	1,225	4,199	44,055	22	15	2,800	11,870
	Jasper	580	3,557	34,946	33	.....	.....	.....
	Lawrence	1,730	2,757	37,637	140	.....	1,025	2,500
	Moultrie	5,732	4,995	55,274	277	605	25,307	12,664
	Shelby	5,449	22,019	126,226	1,803	610	39,458	500
16	Bond	2,095	2,980	28,360	.....	.....	76,345	1,395
	Clay	4,734	10,106	57,372	291	50	69,700	15,522
	Clinton	6,925	7,535	76,687	589	993	8,234	6,338
	Fayette	9,569	21,018	84,607	594	195	2,210	2,365
	Marion	13,025	8,864	54,252	362	50	26,406	29,935
	Montgomery	15,425	12,416	76,843	635	60	47,433	18,506
	Washington	9,415	3,850	58,390	.....	.....	.....	.....
17	Macoupin	11,291	6,786	52,558	648	60	19,386	23,115
	Madison	64,620	42,080	165,178	2,695	1,595	127,500	6,700
	Monroe	5,465	6,964	50,336	.....	.....	.....	.....
	St. Clair	105,352	89,110	114,234	1,675	1,262	375,512	43,195
18	Alexander	14,295	13,753	7,770	997	1,046	2,000	3,000
	Jackson	14,424	8,586	38,070	329	132	3,800	1,500
	Johnson	359	1,762	12,540	.....	5	13,161	4,559
	Massac	8,748	12,108	18,982	50	.....	2,576	2,500
	Perry	150	7,745	28,766	160	5	11,420	3,255
	Pope	793	1,314	21,025	10	35	.....	6,505
	Pulaski	15,525	4,364	5,626	125	15	1,000	.....
	Randolph	32,172	27,024	109,857	243	25	5,550	7,300
	Union	4,865	10,023	24,824	537	100	2,300	2,275
	Williamson	2,848	6,292	19,458	.....	.....	950	2,149
19	Edwards	12,025	5,792	29,034	35	.....	6,975	5,500
	Franklin	950	2,970	18,308	25	.....	689	.....
	Gallatin	7,047	19,179	19,003	787	610	.....	.....
	Hamilton	3,127	1,799	5,039	78	.....	2,105	4,130
	Hardin	2,415	8,194	7,822	115	.....	500	2,400
	Jefferson	8,264	7,618	27,939	99	.....	22,294	3,262
	Richland	2,130	3,130	52,695	323	.....	.....	9,951
	Saline	1,383	3,557	14,212	25	4	1,050	203
	Wabash	11,877	11,202	33,092	725	275	14,680	1,516
	Wayne	60	2,995	33,549	.....	.....	.....	6,306
	White	2,410	6,616	20,157	30	.....	32,866	.....
	Grand aggregate	4,299,499	2,661,575	7,212,262	142,537	72,367	3,338,494	1,827,984

STATEMENT—CONTINUED.

DISTRICTS.	COUNTIES.	Moneys of other than bankers, etc.	Credits of other than banker, etc.	Bonds and stocks.	Shares of cap. stock of comp's not of this state.	Pawnbrokers property.	Property of corporations not before enumerated.	Property of saloons and eating houses.
1	Cook	$664,694	$335,122	$87,675	$15,600	$10,600	$47,325	$278,568
2	DuPage	71,063	132,135	.....	.....	.....	.....	833
3	Lake	210,190	99,855	17,200	12,230	.....	500	160
4	Boone	98,067	468,186	10,700	13,575	.....	.....	.....
	DeKalb	198,341	484,256	4,025	1,370	.....	190	1,340
	Kane	381,752	922,491	60,262	540	400	400	5,735
	McHenry	351,480	513,564	7,000	.....	.....	1,200	1,800
	Winnebago	487,391	504,913	13,860	625	.....	.....	1,425
5	Carroll	193,513	194,248	4,842	.....	.....	2,056	735
	Jo Daviess	153,099	372,584	2,265	.....	.....	213,187	930
	Ogle	251,234	846,531	5,807	.....	.....	.....	1,490
	Stephenson	277,305	451,625	1,590	3,700	.....	.....	3,779
	Whiteside	157,810	264,634	3,500	.....	.....	13,591	1,835
6	Bureau	62,962	219,895	2,899	1,000	.....	7,120	500
	Henry	130,542	271,484	60,800	.....	.....	400	1,520
	Lee	152,568	310,161	29,500	330	.....	2,000	2,350
	Putnam	51,018	154,005	570	.....	.....	225	.....
	Rock Island	190,942	259,672	37,000	.....	.....	.....	7,005
7	Grundy	95,559	152,045	.....	75	.....	.....	2,880
	Kendall	215,016	209,136	2,500	.....	.....	200	673
	LaSalle	352,571	1,484,307	73,700	7,620	.....	56,575	15,286
	Will	259,035	151,850	153,580	1,440	.....	33,994	6,322
8	Ford	62,939	30,588	.....	.....	.....	.....	400
	Iroquois	116,914	193,186	2,225	240	.....	.....	881
	Kankakee	39,773	60,080	.....	.....	.....	15	1,735
	Livingston	238,945	257,228	2,389	349	.....	4,020	2,703
	Marshall	116,782	186,057	4,200	.....	.....	7,500	2,310
	Woodford	135,458	327,577	375	.....	600	3,800	5,677
9	Fulton	800,236	703,257	1,131	8,641	.....	20,800	845
	Knox	634,895	734,763	36,540	.....	.....	14,331	2,475
	Peoria	461,558	459,360	63,200	60	1,520	10,075	17,510
	Stark	204,737	212,758	1,440	.....	.....	1,100	90
10	Hancock	210,601	403,609	28,000	3,800	10	150	3,003
	Henderson	57,785	155,560	1,280	.....	.....	.....	.....
	McDonough	423,687	329,486	7,221	25	.....	.....	1,840
	Mercer	179,799	198,975	19,850	.....	.....	250	260
	Schuyler	77,986	207,838	300	.....	.....	.....	.....
	Warren	162,832	443,289	12,500	2,300	.....	911	2,290
11	Adams	524,093	294,858	31,295	15,000	.....	309,500	10,765
	Brown	50,142	41,142	1,391	.....	.....	75	120
	Calhoun	33,675	76,090	.....	10,000	.....	.....	690
	Greene	427,868	357,058	20,650	.....	.....	280	185
	Jersey	51,260	170,227	.....	.....	.....	.....	695
	Pike	243,810	820,126	23,125	.....	.....	.....	1,705
12	Cass	82,843	126,953	10,842	5	.....	256	3,935
	Christian	194,230	287,100	18,900	.....	.....	11,300	4,195
	Menard	74,545	679,763	23,840	.....	.....	.....	1,470
	Morgan	.....	681,874	7,500	.....	.....	.....	350
	Sangamon	578,728	1,062,277	131,971	310	1,325	130	5,720
	Scott	37,700	264,779	64,475	.....	.....	2,000	1,560
13	DeWitt	128,502	115,866	100	39	.....	11,622	665
	Logan	186,690	474,855	9,876	.....	.....	2,828	990
	Mason	45,545	74,126	23,675	.....	10,000	10,000	1,970
	McLean	630,431	894,339	242,975	1,900	.....	2,214	10,391
	Tazewell	270,862	407,387	14,030	2,000	.....	4,675	4,870
14	Champaign	200,190	150,877	5,337	52,749	70	27,706	640
	Coles	166,254	286,270	2,250	.....	.....	8,200	1,700
	Douglas	100,007	96,722	.....	.....	.....	.....	30
	Macon	272,100	378,165	14,590	.....	.....	.....	3,925
	Piatt	30,715	103,884	.....	.....	.....	.....	150
	Vermilion	362,489	499,648	35,061	.....	100	30	1,220

STATEMENT—CONTINUED.

DISTRICTS.	COUNTIES.	Moneys of other than bankers, etc.	Credits of other than banker, etc.	Bonds and stocks.	Shares of cap. stock of comp's not of this state.	Pawnbrokers property.	Property of corporations not before enumerated.	Property of saloons and eating houses.
15	Crawford	$61,517	$165,227	$3,537	.....	.....	.....	$250
	Clark	49,242	92,618	13,748	.....	.....	.....	325
	Cumberland	25,539	12,853	50	.....	.....	.....	70
	Edgar	134,078	132,355	50	$564	.....	$125	.....
	Effingham	18,543	16,128	.....	.....	.....	.....	445
	Jasper	22,076	25,018	1,000	.....	.....	200	.....
	Lawrence	51,833	19,926	.....	.....	.....	9,000	325
	Moultrie	42,885	162,470	810	.....	.....	.....	570
	Shelby	480,982	200,317	4,469	130	.....	.....	760
16	Bond	88,075	25,980	600	.....	.....	.....	35
	Clay	60,201	156,545	.....	.....	.....	.....	800
	Clinton	43,721	316,884	4,957	991	.....	100	3,342
	Fayette	153,699	128,419	10	.....	.....	2,000	5,000
	Marion	171,096	100,592	5,120	.....	.....	2,606	3,450
	Montgomery	116,469	132,094	2,450	.....	.....	1,500	4,120
	Washington	17,500	105,365	.....	.....	.....	.....	4,663
17	Macoupin	90,955	85,648	6,885	.....	.....	6,600	603
	Madison	25,900	576,549	1,500	15,150	.....	.....	14,615
	Monroe	100,930	16,150	.....	.....	.....	.....	1,449
	St. Clair	200,341	531,356	92,855	4,440	$2,000	3,825	24,914
18	Alexander	8,150	1,947	6,710	.....	.....	.....	5,710
	Jackson	10,620	52,040	700	.....	.....	300	1,535
	Johnson	3,838	12,282	38,027	.....	.....	.....	.....
	Massac	19,508	58,534	1,702	.....	.....	.....	25
	Perry	15,205	58,816	75	.....	1,250	1,250	570
	Pope	12,200	56,424	2,375	.....	.....	.....	35
	Pulaski	2,420	12,485	900	340	.....	1,420	.....
	Randolph	252,904	387,885	5,420	1,150	.....	4,650	2,384
	Union	34,713	81,742	6,170	.....	.....	.....	410
	Williamson	28,309	29,000	6,194	.....	50	1,706	185
19	Edwards	150,718	142,848	600	.....	.....	.....	.....
	Franklin	43,914	40,956	850	.....	.....	.....	.....
	Gallatin	23,773	55,821	.....	.....	.....	.....	1,150
	Hamilton	9,815	11,195	.....	347	.....	.....	.....
	Hardin	4,915	16,118	1,000	33,050	.....	.....	350
	Jefferson	52,755	56,905	.....	.....	.....	.....	50
	Richland	20,320	54,052	.....	.....	.....	.....	2,208
	Saline	4,074	10,492	2,040	.....	.....	.....	510
	Wabash	31,964	116,829	10,888	.....	.....	.....	875
	Wayne	76,634	62,574	.....	.....	.....	.....	5
	White	29,433	42,555	125	.....	.....	.....	345
	Grand aggregate	16,415,592	26,414,690	1,663,626	211,685	27,925	868,013	517,139

STATEMENT—CONTINUED.

Districts.	Counties.	Household and office property.	Investm'ts in real estate and improvements thereon.	Shares of stock, state and national banks.	All other personal property.	Total value of unenumerated property.	Total value of personal property.
1	Cook	$3,208,715	$27,465	$3,797,150	$13,124,822	$34,033,946	$37,494,232
2	DuPage	108,504	6,332	100	2,673	496,494	1,082,870
3	Lake	101,706	550	.....	8,202	571,558	1,305,629
4	Boone	129,669	.....	97,494	68,431	1,152,257	2,054,432
	DeKalb	147,641	.....	40,000	235,951	1,712,479	3,751,363
	Kane	374,630	1,460	722,181	416,768	4,456,023	6,481,183
	McHenry	127,073	2,770	92,500	37,198	1,637,891	3,245,403
	Winnebago	299,628	2,618	289,150	117,239	2,513,899	4,001,281
5	Carroll	92,837	1,065	165,000	67,552	988,436	2,102,346
	JoDaviess	138,491	223	319,750	9,447	1,791,970	2,986,177
	Ogle	297,473	2,045	168,150	532,501	2,761,893	5,272,155
	Stephenson	233,314	7,987	200,227	127,806	2,250,160	3,805,880
	Whiteside	217,185	700	175,500	156,800	1,654,056	3,352,716
6	Bureau	82,931	1,000	34,999	46,839	667,588	1,575,147
	Henry	175,009	1,470	146,000	130,519	1,522,261	3,544,779
	Lee	186,312	11,208	180,000	181,672	1,494,564	3,236,521
	Putnam	41,200	430	.....	103,110	435,872	913,247
	Rock Island	225,449	.....	200,000	82,979	1,899,552	2,871,007
7	Grundy	67,865	892	180,000	195,891	978,257	1,711,666
	Kendall	86,129	1,900	.....	193,551	923,755	1,851,802
	LaSalle	383,991	15,599	386,000	1,035,908	5,640,691	9,005,969
	Will	205,229	13,410	168,852	54,899	1,713,568	3,130,812
8	Ford	66,478	4,653	35,620	152,728	682,097	1,514,686
	Iroquois	149,912	6,655	.....	212,591	1,200,415	3,141,025
	Kankakee	73,364	1,610	15,000	25,414	415,774	1,277,920
	Livingston	200,960	7,127	150,000	684,377	2,208,309	4,527,260
	Marshall	96,514	3,060	96,000	241,575	1,055,255	2,021,999
	Woodford	123,695	365	.....	285,511	1,343,940	2,535,662
9	Fulton	333,633	13,542	117,500	121,936	3,037,996	5,385,181
	Knox	410,853	2,055	258,878	332,100	3,292,311	5,710,494
	Peoria	380,628	6,190	500,000	85,783	3,624,139	5,334,053
	Stark	121,672	4,610	.....	118,737	926,425	1,908,598
10	Hancock	201,640	1,701	165,000	145,407	1,626,048	3,393,003
	Henderson	53,127	50	.....	95,367	501,356	1,378,812
	McDonough	220,019	596	254,490	169,238	1,981,429	3,908,914
	Mercer	106,644	2,250	36,000	101,888	975,496	2,193,610
	Schuyler	85,957	300	.....	14,522	623,933	1,413,748
	Warren	127,613	1,025	186,250	103,308	1,466,669	3,112,681
11	Adams	418,777	75	250,000	65,844	3,123,922	4,845,683
	Brown	52,071	.....	.....	26,617	353,957	971,039
	Calhoun	28,415	1,100	.....	15,675	240,415	524,390
	Greene	105,162	4,780	.....	14,205	1,404,455	2,497,301
	Jersey	107,625	10	50	14,282	537,316	1,102,266
	Pike	219,876	1,937	78,199	35,898	2,039,813	3,521,953
12	Cass	65,834	.....	100,000	5,655	634,501	1,164,205
	Christian	153,192	11,115	100	244,304	1,577,957	3,180,342
	Menard	72,341	5,280	.....	52,500	1,240,985	2,234,578
	Morgan	116,347	700	300,000	2,720	1,548,707	2,416,039
	Sangamon	452,402	4,670	700,000	252,574	4,687,155	7,667,531
	Scott	67,685	.....	.....	39,616	580,273	1,043,142
13	DeWitt	90,623	3,081	.....	163,119	795,360	1,863,723
	Logan	171,396	7,824	24,000	455,393	1,924,470	3,928,231
	Mason	103,736	1,740	19,850	103,977	691,718	1,426,846
	McLean	588,044	7,070	1,050	411,461	4,413,230	7,989,768
	Tazewell	287,843	5,145	100,000	284,288	2,113,609	3,770,144
14	Champaign	292,593	31,512	.....	393,671	1,974,974	4,269,213
	Coles	169,552	12,926	345,490	54,711	1,485,648	2,571,243
	Douglas	120,805	16,635	90,500	118,320	812,923	1,827,614
	Macon	293,907	13,150	100,200	397,643	2,264,141	4,148,980
	Piatt	62,028	2,734	75,890	.....	503,769	1,315,605
	Vermilion	295,186	7,376	120,510	150,387	2,201,516	4,375,162

STATEMENT—CONTINUED.

Districts.	Counties.	Household and office property.	Investm'ts in real estate and improvements thereon.	Shares of stock, state and national banks.	All other personal property.	Total value of unenumerated property.	Total value of personal property.
15	Crawford	$68,167	.....	.....	$12,075	$489,242	$1,110,434
	Clark	107,622	$2,359	.....	26,242	487,042	1,203,240
	Cumberland	41,999	775	.....	3,498	129,924	447,800
	Edgar	128,880	3,025	$131,723	39,832	781,922	1,819,830
	Effingham	65,783	11,147	.....	10,186	269,759	796,825
	Jasper	36,044	135	.....	16,117	163,349	646,224
	Lawrence	65,377	660	.....	7,321	241,411	628,841
	Moultrie	73,840	495	.....	89,024	573,446	1,345,749
	Shelby	196,739	12,563	50,000	77,104	1,469,308	3,158,852
16	Bond	49,260	1,650	.....	21,540	367,860	833,845
	Clay	93,141	.....	.....	15,291	637,688	1,318,131
	Clinton	116,892	8,241	.....	89,488	827,833	1,566,354
	Fayette	109,201	20,863	200,000	74,335	988,597	2,014,197
	Marion	131,836	685	106,800	13,085	858,645	1,621,140
	Montgomery	117,510	352	.....	17,668	781,822	1,784,907
	Washington	91,852	.....	.....	31,466	444,709	1,050,220
17	Macoupin	106,033	700	13,250	13,518	581,297	1,402,728
	Madison	456,689	1,800	.....	68,005	2,064,251	3,614,870
	Monroe	53,904	.....	5,150	.....	317,143	678,960
	St. Clair	251,674	16,449	2,700	341,853	2,651,665	3,972,728
18	Alexander	86,549	4,090	115,000	25,110	429,746	698,527
	Jackson	89,435	5,470	.....	21,418	348,027	784,062
	Johnston	41,083	191	.....	536	150,568	377,556
	Massac	42,094	2,230	.....	7,611	226,883	447,775
	Perry	50,350	2,233	.....	4,772	276,664	581,502
	Pope	73,986	1,200	.....	3,141	230,363	550,701
	Pulaski	31,693	.....	.....	9,273	115,535	238,568
	Randolph	126,913	5,365	.....	27,198	1,168,811	1,889,341
	Union	80,035	5,161	.....	1,627	331,097	719,859
	Williamson	59,495	4,287	.....	2,425	204,230	601,100
19	Edwards	53,831	76	.....	1,300	438,184	743,968
	Franklin	39,664	2,657	.....	28,206	209,930	618,946
	Gallatin	79,188	.....	187,500	12,403	491,451	846,324
	Hamilton	37,357	.....	.....	231	111,484	381,828
	Hardin	24,459	.....	.....	300	106,483	267,961
	Jefferson	61,321	2,282	30,660	2,669	332,572	821,192
	Richland	100,600	180	100,000	11,537	504,031	1,028,307
	Saline	43,542	900	.....	1,314	112,649	434,773
	Wabash	62,854	1,050	.....	28,149	401,656	705,922
	Wayne	56,020	740	.....	11,136	319,098	927,775
	White	50,283	.....	.....	3,337	260,341	619,378
	Grand aggregate	17,672,325	411,984	12,426,413	24,289,441	155,306,292	267,469,471

STATEMENT—CONTINUED.

Districts.	Counties.	Real Estate—Lands. Improved Lands. Number of acres.	Improved Lands. Value.	Improved Lands. Av. val. per acre	Unimproved Lands. Number of acres.	Unimproved Lands. Value.	Unimproved Lands. Av. val per acre.	Total Lands. Number of acres.	Total Lands. Value.	Total Lands. Av. val. per acre.
1	Cook	395,898	$9,199,747	$23 24	130,781	$8,703,837	$66 55	526,679	$17,903,584	$33 99
2	DuPage	206,267	4,404,336	21 35	.....	.....	.....	206,267	4,404,336	21 35
3	Lake	245,171	3,820,629	15 58	37,400	387,706	10 37	282,571	4,208,335	14 89
4	Boone	172,130	5,048,489	29 33	4,514	103,574	22 94	176,644	5,152,063	29 17
	DeKalb	384,393	9,223,366	23 99	15,818	256,165	16 19	400,211	9,479,531	23 69
	Kane	304,649	10,205,016	33 50	19,811	388,668	19 62	324,460	10,593,684	32 65
	McHenry	326,156	6,082,740	18 65	57,689	646,254	11 22	383,845	6,728,994	17 52
	Winnebago	297,847	7,941,141	26 66	24,025	431,970	18 00	321,872	8,373,111	26 00
5	Carroll	228,699	4,943,712	21 62	56,919	433,217	7 61	285,618	5,376,929	18 83
	Jo Daviess	185,643	3,559,872	19 18	185,314	1,498,853	8 09	370,957	5,058,725	13 64
	Ogle	411,144	11,381,568	27 68	65,986	1,046,144	15 85	477,130	12,427,712	26 05
	Stephenson	311,773	8,454,566	27 12	42,968	811,778	18 89	354,741	9,266,344	26 12
	Whiteside	353,451	7,343,213	20 78	77,299	732,991	9 48	430,750	8,076,204	18 75
6	Bureau	474,218	3,989,105	8 43	75,683	242,530	3 20	549,901	4,231,635	7 70
	Henry	436,914	10,102,525	23 12	75,374	685,602	9 10	512,288	10,788,127	21 06
	Lee	368,859	8,567,181	23 23	81,135	706,510	8 71	449,994	9,273,691	20 61
	Putnam	75,813	1,990,469	26 25	30,184	130,134	4 31	105,997	2,120,603	20 01
	Rock Island	195,803	3,474,884	17 75	71,528	693,416	9 70	267,331	4,168,300	15 59
7	Grundy	249,915	4,289,704	17 16	19,236	258,616	13 44	269,151	4,548,320	16 90
	Kendall	199,384	5,335,005	26 76	2,916	55,340	18 98	202,300	5,390,345	26 65
	LaSalle	619,053	18,110,483	29 26	88,886	1,529,025	17 20	707,939	19,639,508	27 74
	Will	487,177	10,101,957	20 74	29,979	459,113	15 32	517,156	10,561,070	20 42
8	Ford	245,820	3,955,909	16 09	46,746	612,773	13 11	292,566	4,568,682	15 62
	Iroquois	493,484	7,975,073	16 16	206,291	2,295,010	11 12	699,775	10,270,083	14 68
	Kankakee	280,370	3,607,979	12 87	128,467	858,265	6 68	408,837	4,466,244	10 92
	Livingston	590,700	11,196,667	18 95	60,810	826,888	13 60	651,510	12,023,555	18 45
	Marshall	213,983	5,064,711	23 67	32,785	273,727	8 35	246,768	5,338,438	21 63
	Woodford	277,507	5,692,955	20 51	56,933	340,609	5 98	334,440	6,033,564	18 04
9	Fulton	316,161	10,091,114	31 92	235,549	1,683,617	7 15	551,710	11,774,731	21 34
	Knox	411,919	10,543,075	25 60	35,691	468,967	13 14	447,610	11,012,042	24 60
	Peoria	314,185	9,239,928	29 41	72,677	1,065,382	14 66	386,862	10,305,310	26 64
	Stark	168,536	5,004,562	29 69	10,724	137,598	12 83	179,260	5,142,160	28 69

10	Hancock	389,733	9,393,089	24 10	97,303	726,088	7 46	487,036	10,119,177	20 78
	Henderson..*Bridge $600,000	166,705	*3,317,973	19 90	68,015	357,451	5 26	234,720	‡ 4,275,424	15 66
	McDonough	326,637	9,022,830	27 62	37,966	280,759	7 39	364,603	9,303,589	25 52
	Mercer	294,030	5,198,386	17 68	52,446	305,288	5 82	346,476	5,503,674	15 88
	Schuyler	195,356	3,080,085	15 77	75,412	352,742	4 68	270,768	3,432,827	12 62
	Warren	318,572	7,774,943	24 41	23,084	360,691	15 62	341,656	8,135,634	23 81
11	Adams	384,038	9,869,057	25 70	141,894	1,134,590	8 00	525,932	11,003,647	20 92
	Brown	97,744	2,191,849	22 42	90,444	560,300	6 20	188,188	2,752,149	14 62
	Calhoun	39,426	645,902	16 34	123,803	175,964	1 42	163,229	821,866	5 03
	Greene	241,940	5,750,215	23 77	99,735	495,674	4 97	341,675	6,245,909	18 28
	Jersey	139,026	3,495,589	25 14	94,202	468,475	4 97	233,228	3,964,064	17 00
	Pike	299,480	8,248,307	27 54	214,467	1,419,568	6 62	513,947	9,667,875	18 81
12	Cass	130,363	3,407,098	26 13	109,226	564,776	5 17	239,589	3,971,874	16 58
	Christian	373,363	7,460,325	19 98	71,317	749,882	10 51	444,680	8,210,207	18 46
	Menard	151,361	4,561,673	30 14	47,333	638,550	13 49	198,694	5,200,223	26 17
	Morgan	273,352	5,764,024	21 09	80,000	600,158	7 50	353,352	6,364,182	18 01
	Sangamon	458,918	12,650,747	27 57	87,853	1,485,192	16 91	546,771	14,135,939	25 85
	Scott	99,398	1,819,245	18 30	58,300	416,961	7 15	157,698	2,236,206	14 18
13	DeWitt	221,442	4,028,001	18 19	27.504	306,780	11 15	248,946	4,334.781	17 41
	Logan	354,695	9,961,830	28 09	37,848	504,653	13 34	392,533	10,466,483	26 66
	Mason	222,296	4,548,786	20 46	124,774	572,516	4 50	347.070	5,121.302	14 76
	McLean	668,881	16,433,181	24 57	69,755	996,747	14 29	738,636	17,429,928	23 60
	Tazewell	296,353	9,010,134	30 40	112,411	1,111,721	9 89	408,764	10,121,855	24 76
14	Champaign	517,251	11,240,591	21 73	92,960	1,404,314	15 11	610,211	12,644,905	20 72
	Coles	262,374	4,517,846	17 22	55,557	436,732	7 86	317,931	4,954,578	15 58
	Douglas	229,881	4,760,220	20 71	26,373	400.280	15 18	256 254	5,160,500	20 14
	Macon	338,403	9,132,571	26 99	26,222	499 903	19 06	364,625	9,632,474	26 42
	Piatt	246,593	4,313,834	17 49	25,682	309,332	12 04	272,275	4,623,166	16 98
	Vermilion	483,314	9,866,219	20 41	78,330	1,301,436	16 61	561,644	11,167,655	19 88
15	Crawford	157,698	1,610,478	10 21	115,246	481,490	4 18	272,944	2,091,968	7 66
	Clark	156,408	1,838,630	11 76	156,942	845,221	5 39	313,350	2,683,851	8 57
	Cumberland	126,140	859,496	6 81	86,873	264,223	3 04	213,012	1,123,719	5 28
	Edgar	334,716	5,122,221	15 30	58,876	470,220	7 65	393,592	5,572,441	14 16
	Effingham	151,791	1,699,048	11 19	121,852	641,012	5 26	273,643	2,340.060	8 55
	Jasper	123,760	826,545	6 68	185,238	645,301	3 48	308,998	1,471,846	4 76
	Lawrence	134,144	1,040,722	7 76	94,881	365,079	3 85	229,025	1,405,801	6 14
	Moultrie	181,885	3,366,831	18 51	33,214	348,951	10 51	215,099	3,715,782	17 27
	Shelby	354,034	6,986,237	19 73	116,286	1,082,171	9 31	470,320	8,068,408	17 16
16	Bond	184,039	2,293,590	12 46	54,678	284,580	5 20	238,717	2,578,170	10 80
	Clay	159,146	2,330,605	14 64	117,607	564,222	4 80	276,753	2,894,827	10 46
	Clinton	199,476	3,497,346	17 53	103.412	570.738	5 52	302,888	4,068,084	13 43
	Fayette	210,471	2,675,841	12 71	188,942	1,042,039	5 52	399,413	3,717,880	9 31
	Marion	195,387	2,406,135	12 31	128,648	579,494	4 50	324,035	2,985,629	9 21
	Montgomery	328,999	4,669,602	14 19	101.539	571,302	5 63	430,538	5,240,904	12 17
	Washington	205,982	3,422,060	16 61	126,094	477,816	5 79	332,076	3,899,876	11 74

STATEMENT—CONTINUED.

DISTRICTS.	COUNTIES.	REAL ESTATE—LANDS.								
		IMPROVED LANDS.			UNIMPROVED LANDS.			TOTAL LANDS.		
		Number of acres.	Value.	Av. val. per acre.	Number of acres.	Value.	Av. val. per acre.	Number of acres.	Value.	Av. val. per acre.
17	Macoupin	404,250	$2,733,488	$6 76	144,293	$406,428	$2 81	548,543	$3,139,916	$5 72
	Madison	348,868	10,989,500	31 50	107,645	1,831,400	17 01	456,513	12,820,900	28 08
	Monroe	109,113	1,284,988	11 78	127,637	446,247	3 50	236,750	1,731,235	7 31
	St. Clair	289,993	14,647,976	50 51	126,958	2,641,001	20 80	416,951	17,288,977	41 47
18	Alexander	20,936	155,651	7 43	84,885	258,795	3 05	105,821	414,446	3 92
	Jackson	90,829	988,750	10 89	220,462	778,603	3 53	311,291	1,767,353	5 68
	Johnson	61,637	220,032	3 57	144,261	227,761	1 58	205,898	447,793	2 17
	Massac	40,486	318,629	7 87	103,316	306,908	2 97	143,802	625,537	4 35
	Perry	100,261	946,767	9 44	126,674	338,770	2 67	226,935	1,285,537	5 66
	Pope	66,078	464,410	7 03	166,070	414,779	2 50	232,148	879,189	3 79
	Pulaski	24,062	225,741	9 38	83,906	345,597	4 12	107,968	571,338	5 29
	Randolph	154,430	2,508,331	16 24	204,071	916,710	4 49	358,501	3,425,041	9 55
	Union	81,857	810,304	9 90	133,373	391,542	2 93	215,230	1,201,846	5 58
	Williamson	98,953	603,542	6 10	150,413	443,880	2 95	249,366	1,047,422	4 20
19	Edwards	69,325	1,088,269	15 70	71,044	603,209	8 49	140,369	1,691,478	12 05
	Franklin	88,243	592,440	6 71	146,638	397,216	2 71	234,881	989,656	4 21
	Gallatin	116,274	856,487	7 37	83,639	276,101	3 30	199,913	1,132,588	5 67
	Hamilton	112,440	452,459	4 02	160,406	399,207	2 49	272,846	851,666	3 13
	Hardin	.....	169,296	.....	.....	361,728	.....	.....	531,024	.....
	Jefferson	140,288	866,702	6 18	185,926	495,778	2 67	326,214	1,362,480	4 18
	Richland	125,913	1,887,000	14 99	94,450	778,479	8 24	220,363	2,665,479	12 10
	Saline	70,942	422,573	5 10	169,717	445,069	2 62	240,659	867,642	3 61
	Wabash	63,288	1,274,063	20 13	72,469	738,706	10 19	135,757	2,012,769	14 83
	Wayne	192,540	1,589,182	8 25	253,601	972,864	3 84	446,141	2,562,046	5 74
	White	118,003	653,265	5 54	193,494	488,959	2 53	311,497	1,142,224	3 67
	Grand aggregate	24,657,032	513,401,543	20 81	9,475,999	72,621,398	7 66	34,133,031	586,022,941	17 16

‡ The total value of lands includes $600,000 assessment of east end of the bridge across the Mississippi river, and approaches thereto opposite the city of Burlington, Iowa (not embraced in average value per acre.)

STATEMENT—CONTINUED.

DISTRICTS.	COUNTIES.	REAL ESTATE—TOWN AND CITY LOTS.									Total value of personal property, lands and lots.
		IMPROVED TOWN AND CITY LOTS.			UNIMPROVED LOTS.			TOTAL TOWN AND CITY LOTS.			
		No. of lots.	Value.	Av. val. per lot.	No. of lots.	Value.	Av. val. per lot.	No. of lots.	Value.	Av. val. per lot.	
1	Cook	70,822	$70,850,836	$1,000 41	212,170	$29,838,834	$140 64	282,992	$100,689,670	$355 80	$156,087,486
2	DuPage	2,494	533,446	213 89	1,847	136,435	73 87	4,341	669,881	154 31	6,157,067
3	Lake	2,456	801,450	326 32	2,178	323,965	148 74	4,634	1,125,415	242 86	6,639,379
4	Boone	1,637	703,876	430 00	239	17,445	72 99	1,876	721,321	384 50	7,927,816
	DeKalb	4,040	1,449,428	358 77	837	30,148	36 02	4,877	1,479,576	303 38	14,710,470
	Kane	8,927	7,245,135	811 60	3,006	549,353	182 75	11,933	7,794,488	653 19	24,869,355
	McHenry	3,508	1,010,555	288 07	1,459	73,052	50 07	4,967	1,083,607	218 16	11,058,004
	Winnebago	5,382	2,241,197	416 42	1,386	72,965	52 64	6,768	2,314,162	341 93	14,688,554
5	Carroll	1,502	616,771	410 63	1,330	50,646	38 08	2,832	667,417	235 67	8,146,692
	JoDaviess	4,377	1,010,029	230 76	4,842	77,047	15 91	9,219	1,087,076	117 91	9,111,978
	Ogle	4,742	1,467,250	309 42	3,339	101,789	30 48	8,081	1,569,039	194 16	19,268,906
	Stephenson	4,583	2,100,678	458 36	1,937	111,981	57 81	6,520	2,212,659	339 36	15,284,883
	Whiteside	3,311	1,942,059	586 55	5,689	380,771	68 69	9,000	2,322,830	258 09	13,751,750
6	Bureau	4,076	539,663	132 40	1,256	19,743	15 72	5,332	559,406	104 91	6,366,188
	Henry	6,581	1,740,820	264 52	2,497	91,326	36 58	9,078	1,832,146	201 82	16,165,052
	Lee	2,982	1,598,091	536 09	2,156	141,471	65 62	5,138	1,739,562	338 57	14,249,774
	Putnam	990	176,092	177 87	351	3,829	10 91	1,341	179,921	134 17	3,213,771
	Rock Island	4,673	3,938,906	842 91	2,635	433,937	164 68	7,308	4,372,843	598 36	11,412,150
7	Grundy	2,085	650,673	312 07	711	29,557	41 57	2,796	680,230	243 29	6,940,216
	Kendall	1,662	482,667	290 41	592	18,448	31 16	2,254	501,115	222 32	7,743,262
	LaSalle	8,137	5,222,641	641 84	11,672	810,106	69 41	19,809	6,032,747	304 54	34,678,224
	Will	6,513	3,598,919	552 57	6,000	524,951	87 49	12,513	4,123,870	329 57	17,815,752
8	Ford	1,224	393,313	321 33	1,364	67,000	49 12	2,588	460,313	177 86	6,543,681
	Iroquois	3,091	844,653	273 26	5,338	161,109	30 18	8,429	1,005,762	119 32	14,416,870
	Kankakee	2,034	628,441	308 97	2,707	132,727	49 03	4,741	761,168	160 55	6,505,332
	Livingston	4,051	1,306,521	322 52	4,203	171,807	40 88	8,254	1,478,328	179 10	18,029,143
	Marshall	2,473	779,780	315 32	1,142	31,812	27 86	3,615	811,592	224 51	8,172,029
	Woodford	6,005	845,420	140 79	857	18,279	21 33	6,862	863,699	125 87	9,432,925
9	Fulton	4,066	2,013,624	495 23	3,256	93,868	28 83	7,322	2,107,492	287 83	19,267,404
	Knox	7,022	3,520,058	501 29	1,951	152,615	78 22	8,973	3,672,673	409 30	20,395,209
	Peoria	6,049	7,375,504	1,219 29	5,974	1,160,939	194 33	12,023	8,536,443	710 00	24,175,806
	Stark	1,189	409,885	344 73	891	41,050	46 07	2,080	450,935	216 80	7,501,693

STATEMENT—CONTINUED.

DISTRICTS.	COUNTIES.	REAL ESTATE—TOWN AND CITY LOTS.									Total value of personal property, lands and lots.
		IMPROVED TOWN AND CITY LOTS.			UNIMPROVED LANDS.			TOTAL TOWN AND CITY LOTS.			
		No. of lots.	Value.	Av. val. per lot.	No. of lots.	Value.	Av. val. per lot.	No. of lots.	Value.	Av. val. per lot.	
10	Hancock	6,679	$1,282,844	$192 07	3,972	$61,009	$15 36	10,651	$1,343,853	$126 17	$14,856,033
	Henderson	1,196	144,464	120 79	2,634	14,992	5 69	3,830	159,456	41 63	5,813,692
	McDonough	4,083	1,608,442	393 94	1,294	40,588	31 36	5,377	1,649,030	306 68	14,861,533
	Mercer	2,222	512,960	230 86	3,515	72,648	20 67	5,737	585,608	102 08	8,282,892
	Schuyler	1,383	288,638	208 70	432	2,955	6 84	1,815	291,593	160 66	5,138,168
	Warren	2,908	1,070,360	368 07	1,278	64,282	50 30	4,186	1,134,642	271 10	12,382,957
11	Adams	6,985	8,819,905	1,262 69	2,463	1,056,962	429 13	9,448	9,876,867	1,045 39	25,726,197
	Brown	1,561	330,278	211 58	1,052	21,666	20 59	2,613	351,944	134 69	4,075,132
	Calhoun	74	22,545	304 66	262	4,375	16 70	336	26,920	80 12	1,372,176
	Greene	2,038	888,510	435 97	1,126	39,821	35 36	3,164	928,331	293 40	9,671,541
	Jersey	1,314	667,514	508 00	2,099	95,862	45 67	3,413	763,376	223 67	5,829,706
	Pike	2,830	1,078,861	381 22	2,176	39,489	18 15	5,006	1,118,350	223 40	14,308,178
12	Cass	2,514	773,545	307 69	1,249	82,411	65 98	3,763	855,956	227 47	5,992,035
	Christian	2,504	1,247,207	498 08	2,648	189,953	71 73	5,152	1,437,160	278 95	12,827,709
	Menard	1,224	679,940	555 50	1,043	45,298	43 43	2,267	725,238	319 91	8,160,039
	Morgan	3,010	2,587,060	859 49	2,451	260,107	106 12	5,461	2,847,167	521 36	11,627,388
	Sangamon	5,947	4,585,333	771 03	5,326	825,631	155 02	11,273	5,410,964	479 99	27,214,434
	Scott	733	347,454	474 02	1,562	32,587	20 86	2,295	380,041	165 60	3,659,389
13	DeWitt	2,431	507,340	208 70	1,154	37,707	32 68	3,585	545,047	152 04	6,743,551
	Logan	4,596	1,438,325	312 95	4,015	107,516	26 77	8,611	1,545,841	179 52	15,940,555
	Mason	2,046	753,848	368 45	3,784	97,238	25 70	5,830	851,086	145 98	7,399,234
	McLean	9,845	5,784,292	587 54	5,434	279,084	51 36	15,279	6,063,376	396 84	31,483,072
	Tazewell	4,770	2,283,931	478 81	3,185	222,331	69 81	7,955	2,506,262	315 05	16,398,261
14	Champaign	3,965	2,397,678	604 71	4,141	375,700	90 73	8,106	2,773,378	342 14	19,687,496
	Coles	3,261	1,428,503	438 06	2,729	113,273	41 51	5,990	1,541,776	257 39	9,067,597
	Douglas	1,498	730,477	487 63	1,147	70,056	61 08	2,645	800,533	302 66	7,788,707
	Macon	4,063	2,623,341	645 67	2,086	180,398	86 48	6,149	2,803,739	455 97	16,585,193
	Piatt	1,833	433,378	236 43	2,123	65,294	30 76	3,956	498,672	126 05	6,437,443
	Vermilion	3,127	2,613,666	836 11	5,440	295,006	54 22	8,567	2,908,672	339 52	18,451,489
15	Crawford	798	176,931	221 72	576	8,836	15 34	1,374	185,767	135 20	3,388,169
	Clark	1,732	434,639	250 95	1,404	26,143	18 62	3,136	460,782	146 93	4,347,873
	Cumberland	764	84,857	111 07	699	11,016	15 76	1,463	95,873	65 34	1,667,392
	Edgar	1,392	1,079,526	775 52	1,365	39,955	29 27	2,757	1,119,481	406 05	8,511,752
	Effingham	1,725	255,746	148 26	2,717	83,591	30 77	4,442	339,337	76 39	3,476,222

	Jasper	406	36,546	90 01	300	2,438	8 13	706	38,984	55 22	2,157,054
	Lawrence	857	116,905	136 41	922	9,818	10 65	1,779	126,723	71 23	2,161,365
	Moultrie	1,049	330,342	314 91	1,259	53,583	42 56	2,308	383,925	166 35	5,445,456
	Shelby	2,058	987,474	479 82	1,820	77,334	42 49	3,878	1,064,808	274 60	12,292,038
16	Bond	1,248	295,470	236 75	935	13,120	14 03	2,183	308,590	141 36	3,720,605
	Clay	1,600	444,320	277 70	849	19,086	22 48	2,449	463,406	189 22	4,676,364
	Clinton	1,644	614,759	393 94	2,247	51,038	22 71	3,891	665,797	171 11	6,300,235
	Fayette	1,566	630,553	402 65	1,473	54,985	37 33	3,039	685,538	225 58	6,417,615
	Marion	2,851	770,126	270 12	3,528	58,721	16 64	6,379	828,847	129 93	5,435,616
	Montgomery	2,940	1,019,284	346 70	2,792	89,754	32 15	5,732	1,109,038	193 48	8,134,849
	Washington	1,330	421,425	316 86	2,840	57,620	20 29	4,170	479,045	114 87	5,429,141
17	Macoupin	5,105	562,888	110 26	2,322	33,641	14 49	7,427	596,529	80 32	5,139,173
	Madison	6,870	3,468,560	504 89	5,879	917,140	1 56	12,749	4,385,700	344 00	20,821,470
	Monroe	872	266,740	305 89	770	26,950	35 00	1,642	293,690	178 86	2,703,885
	St. Clair	4,615	4,603,651	997 54	12,361	2,779,647	224 87	16,976	7,383,298	434 93	28,645,003
18	Alexander	1,538	1,413,411	918 99	7,005	760,310	108 54	8,543	2,173,721	254 44	3,286,694
	Jackson	1,369	448,843	327 86	1,764	57,156	32 40	3,133	505,999	161 50	3,057,414
	Johnston	211	42,752	202 61	525	2,498	4 56	736	45,250	61 48	870,599
	Massac	618	236,655	382 94	1,181	46,271	39 18	1,799	282,926	157 27	1,356,238
	Perry	989	288,446	291 65	1,610	33,716	20 94	2,599	322,162	123 96	2,189,201
	Pope	310	139,115	448 76	554	29,281	52 85	864	168,396	194 90	1,598,286
	Pulaski	544	157,670	289 83	2,257	90,876	40 26	2,801	248,546	88 73	1,058,452
	Randolph	2,868	868,795	302 93	4,792	104,607	21 83	7,660	973,402	127 08	6,287,784
	Union	936	212,737	227 28	959	18,729	19 53	1,895	231,466	122 15	2,153,171
	Williamson	284	99,993	352 09	353	11,010	31 19	637	111,003	174 25	1,759,525
19	Edwards	786	236,448	300 82	508	19,659	38 70	1,294	256,107	197 92	2,691,553
	Franklin	147	44,530	302 93	73	2,344	32 11	220	46,874	213 06	1,655,476
	Gallatin	618	370,796	599 99	1,631	50,241	30 80	2,249	421,037	187 21	2,399,949
	Hamilton	382	86,291	225 89	1,505	21,966	14 60	1,887	108,257	57 37	1,341,751
	Hardin		100,830						100,830		899,815
	Jefferson	996	228,726	229 64	1,765	14,988	8 49	2,761	243,714	88 27	2,427,386
	Richland	1,225	724,443	591 38	1,210	78,328	64 73	2,435	802,771	329 68	4,496,557
	Saline	682	115,556	169 44	1,093	15,282	13 98	1,775	130,838	73 71	1,433,253
	Wabash	1,925	584,226	303 49	474	10,638	22 44	2,399	594,864	247 96	3,313,555
	Wayne	640	167,543	261 79	897	18,444	20 56	1,537	185,987	121 01	3,675,808
	White	1,091	212,555	194 83	2,511	40,558	16 15	3,602	253,113	70 27	2,014,715
	Grand aggregate	342,905	199,350,123	581 36	447,357	46,504,562	103 95	790,262	245,854,685	311 11	1,009,347,097

STATEMENT—CONTINUED.

DISTRICTS	COUNTIES.	RAILROAD PROPERTY ASSESSED IN COUNTY.								
		CLASS C—PERSONAL PROPERTY.	CLASS D—LANDS.			CLASS D—LOTS.			Total value railroad property assessed in county.	Total value of all property assessed in county.
		Value.	Acres.	Value.	Average.	No.	Value.	Average.		
1	Cook	$111,414	459 42	$236,994	$515 85	474	$1,008,676	$2,128 01	$1,357,084	$157,444,570
2	DuPage	2,995	2 75	145	52 00	3	60	20 00	3,200	6,160,287
3	Lake	1,215	.....	.....	.....	23	340	14 78	1,555	6,640,934
4	Boone	1,050	130.	1,895	14 58	.....	.....	.....	2,945	7,930,761
	DeKalb	903	37 97	280	7 37	4	2,065	516 25	3,248	14,713,718
	Kane	320,359	121 92	289,043	2,370 76	10	4,300	430 00	613,702	25,483,057
	McHenry	9,508	30 34	602	19 84	.....	.....	.....	10,110	11,068,114
	Winnebago	4,025	32 00	575	18 00	8	865	108 12	5,465	14,694,019
5	Carroll	5,866	6.41	275	42 90	52	24,257	466 48	30,398	8,177,090
	JoDaviess	4,200	.....	.....	.....	.....	.....	.....	4,200	9,116,178
	Ogle	270	.....	.....	.....	.....	.....	.....	270	19,269,176
	Stephenson	7,589	24 16	360	14 90	120	10,780	89 83	18,729	15,303,612
	Whiteside	7,419	6 65	159	20 00	8	1,575	197 13	9,153	13,760,903
6	Bureau	8,431	352 50	2,019	5 73	5	221	44 20	10,671	6,376,859
	Henry	2,160	18 33	12,033	656 48	21	1,360	64 76	15,553	15,180,605
	Lee	9,003	20 76	625	30 11	.....	.....	.....	9,622	14,259,402
	Putnam	30	.....	.....	.....	.....	.....	.....	30	3,213,801
	Rock Island	12,236	.....	25,000	.....	.....	250	.....	37,486	11,449,636
7	Grundy	175	.....	.....	.....	1	25	25 00	200	6,940,416
	Kendall	1,950	.....	.....	.....	.....	.....	.....	1,950	7,745,212
	LaSalle	5,330	308.	5,272	17 12	57	1,480	25 96	12,082	34,690,306
	Will	6,613	44.35	23,139	521 74	205	127,100	620 00	156,852	17,972,604
8	Ford	.....	3.28	33	10 00	.....	64	.....	97	6,543,778
	Iroquois	.....	.....	.....	.....	.....	.....	.....	.....	14,416,870
	Kankakee	85	12.00	396	33 00	.....	602	.....	1,083	6,506,415
	Livingston	409	10.12	51	5 04	5	443	88 60	903	18,030,046
	Marshall	1,095	119.00	1,190	10 00	.....	.....	.....	2,285	8,174,314
	Woodford	303	17.17	129	7 51	57	546	9 58	978	9,433,903
9	Fulton	15,045	40.36	2,385	59 12	3	1,606	533 33	19,030	19,286,434
	Knox	148,334	329.63	106,391	322 76	29	16,860	581 38	271,585	20,666,794
	Peoria	31,794	13.27	138	10 40	40	41,150	1,029 00	73,082	24,248,888
	Stark	507	.....	.....	.....	4	1,560	390 00	2,067	7,503,760

10	Hancock	7,074	57 15	12,254	214 42	.....	1,815	.....	21,143	14,877,176
	Henderson	1,543	143 92	1,488	13 34	5	250	50 00	3,281	5,816,973
	McDonough	4,778	35 00	1,416	40 46	7	400	57 14	6,594	14,868,127
	Mercer	778	.....	.....	.....	50	60	1 20	838	8,283,730
	Schuyler	1,031	253.98	506	2 00	.....	.....	.....	1,547	5,139,705
	Warren	1,163	.....	.....	.....	.....	.....	.....	1,163	12,384,120
11	Adams	9,300	26.70	16,102	603 07	50	19,659	393 00	45,061	25,771,258
	Brown	.....	.....	.....	.....	.....	.....	.....	.....	4,075,132
	Calhoun	.....	.....	.....	.....	.....	.....	.....	.....	1,372,176
	Greene	1,325	44.25	928	20 97	.....	.....	.....	2,253	9 673,794
	Jersey	225	.....	.....	.....	.....	.....	.....	225	5,839,931
	Pike	2,873	175.76	2,743	15 61	17	2,975	175 00	8,591	14,316,769
12	Cass	5,650	13 68	910	66 52	27	26,290	973 70	32,850	6,024,885
	Christian	10,911	25 63	53,054	2,070 00	44	4,805	109 20	68,770	12,896,479
	Menard	170	.....	.....	.....	13	1,670	128 46	1,840	8,161,879
	Morgan	4,083	34 50	5,750	166 67	39	18,780	481 54	28,613	11,656,001
	Sangamon	21,085	92 00	4,685	50 92	157	125,030	796 37	150,800	27,365,234
	Scott	1,736	18.64	3,520	188 84	30	2,260	75 33	7,516	3,666,905
13	DeWitt	7,085	30 60	32,600	1,065 36	.....	.....	.....	31,685	6,783,236
	Logan	1,623	47 00	300	6 38	61	4,275	70 08	6,198	15,946,753
	Mason	1,620	23 05	3,187	138 36	7	400	57 14	5,207	7,404,441
	McLean	301,340	28.00	24,404	871 57	172	315,135	1,832 18	640,889	32,123,951
	Tazewell	9,365	.....	.....	.....	.....	.....	.....	9,365	16,407,626
14	Champaign	14,759	.92	125	135 78	56	42,525	759 38	57,409	19,744,905
	Coles	55,300	83 00	10,610	127 83	94	100,040	1,064 26	165,950	9,233,547
	Douglas	.....	1,709 00	28,270	16 54	.....	.....	.....	28,270	7,816,977
	Macon	7,960	.....	8,110	.....	.....	.....	.....	16,070	16,601,263
	Piatt	1,511	.....	.....	.....	19	4,720	248 42	6,231	6,443,674
	Vermilion	7,278	1,499.74	134,670	89 80	102	31,655	310 34	173,603	18,625,092
15	Crawford	.....	.....	.....	.....	.....	.....	.....	.....	3,388,169
	Clark	.....	.....	.....	.....	10	750	75 00	750	4,348,623
	Cumberland	.....	.....	.....	.....	.....	.....	.....	.....	1,617,392
	Edgar	.....	.....	.....	.....	.....	.....	.....	.....	8,511,752
	Effingham	5,120	20 00	15,120	756 00	.....	.....	.....	20,240	3,496,462
	Jasper	.....	.....	.....	.....	.....	.....	.....	.....	2,157,054
	Lawrence	718	16.66	100	6 00	4	325	81 25	1,143	2,162,508
	Moultrie	.....	.....	.....	.....	.....	.....	.....	.....	5,445,456
	Shelby	200	.....	.....	.....	.....	.....	.....	200	12,292,238
16	Bond	100	24.52	1,225	50 14	.....	.....	.....	1,325	3,721,930
	Clay	485	.....	.....	.....	.....	.....	.....	485	4,676,849
	Clinton	625	435.00	9,045	20 79	54	3,100	57 41	12,770	6,313,005
	Fayette	100	.....	.....	.....	30	1,708	56 93	1,808	6,419,423
	Marion	500	.....	.....	.....	.....	.....	.....	500	5,436,116
	Montgomery	2,321	31 70	2,402	75 77	58	15,975	275 43	20,698	8,155,547
	Washington	265	1.	200	200 00	6	500	83 33	965	5,430,106

STATEMENT—CONTINUED.

DISTRICTS.	COUNTIES.	RAILROAD PROPERTY ASSESSED IN COUNTY.								
		CLASS C—PERSONAL PROPERTY.	CLASS D—LANDS.			CLASS D—LOTS.			Total value railroad property assessed in county.	Total value of all property assessed in county.
		Value.	Acres.	Value.	Average.	No.	Value.	Average.		
17	Macoupin	894	160 00	$1,280	$8 00	10	$440	$27 50	$2,614	$5,141,787
	Madison	4,520	100 55	12,330	122 63	323	45,090	139 60	61,940	20,883,410
	Monroe	.....	.....	.....	.....	.....	.....	.....	.....	2,703,885
	St. Clair	71,425	1,220 42	675,507	553 50	1,028	800,105	778 31	1,547,037	30,192,040
18	Alexander	67	.....	.....	.....	36	6,120	1 70	6,187	3,292,881
	Jackson	55,180	8,703 00	265,651	30 52	742	42,924	57 85	363,755	3,421,169
	Johnson	.....	.....	.....	.....	.....	.....	.....	.....	870,599
	Massac	.....	.....	.....	.....	.....	.....	.....	.....	1,356,238
	Perry	250	.....	200	.....	2	300	150 00	750	2,189,951
	Pope	.....	.....	.....	.....	.....	.....	.....	.....	1,598,286
	Pulaski	.....	.....	.....	.....	.....	.....	.....	.....	1,058,452
	Randolph	.....	.....	.....	.....	.....	.....	.....	.....	6,287,784
	Union	.....	.....	.....	.....	.....	.....	.....	.....	2,153,171
	Williamson	5	3 00	500	166 67	.....	.....	.....	505	1,760,030
19	Edwards	.....	.....	.....	.....	.....	.....	.....	.....	2,691,553
	Franklin	.....	.....	.....	.....	.....	.....	.....	.....	1,655,476
	Gallatin	345	.....	.....	.....	57	10,220	179 30	10,565	2,410,514
	Hamilton	900	6 79	4,050	596 47	.....	.....	.....	4,950	1,346,701
	Hardin	.....	.....	.....	.....	.....	.....	.....	.....	899,815
	Jefferson	7,625	1 83	36	20 00	14	17,300	1,235 71	24,961	2,452,347
	Richland	500	20 00	200	10 00	.....	.....	.....	700	4,497,257
	Saline	40	.....	.....	.....	.....	.....	.....	40	1,433,293
	Wabash	98	.....	.....	.....	.....	.....	.....	98	3,313,653
	Wayne	95	.....	.....	.....	.....	.....	.....	95	3,675,903
	White	1,807	9 43	189	20 04	.....	.....	.....	1,996	2,016,711
	Grand aggregate	1,356,064	17,236 81	2,042,796	.....	4,460	2,893,780	.....	6,292,640	1,105,639,737

STATEMENT—CONTINUED.

DISTRICTS.	COUNTIES.	ACRES IN CULTIVATION, ETC., IN 1873							
		Wheat.	Corn.	Oats.	Meadow.	Other field products.	Acres in inclosed pasture.	In orchard.	In woodland.
1	Cook	8,095	36,377	40,011	75,003	17,511	68,979	2,500	20,972
2	DuPage	8,238	28,061	30,929	47,936	7,983	56,601	5,106	18,599
3	Lake	13,796	21,665	22,774	57,404	5,284	69,397	3,993	48,541
4	Boone	12,755	25,653	22,000	24,318	10,154	40,423	2,010	19,618
	DeKalb	28,371	20,219	38,400	73,577	21,267	97,162	4,367	19,324
	Kane	11,425	40,039	70,054	58,766	10,650	83,066	3,522	29,149
	McHenry	27,681	51,593	30,166	84,653	17,858	125,303	3,984	42,945
	Winnebago	35,075	61,899	30,717	29,689	18,786	63,382	3,536	27,235
5	Carroll	36,349	66,871	24,088	41,192	12,516	53,763	2,407	48,449
	JoDaviess	27,797	49,841	27,381	33,221	6,815	46,100	1,960	112,012
	Ogle	45,417	115,342	33,007	42,743	26,287	77,383	4,061	64,957
	Stephenson	52,066	72,607	31,234	33,513	24,116	53,122	4,508	46,288
	Whiteside	28,463	94,804	27,838	45,370	10,696	10,696	3,634	25,425
6	Bureau	29,228	154,044	37,689	48,569	9,725	100,124	5,366	34,236
	Henry	31,430	159,418	32,713	40,071	14,133	79,758	5,397	16,895
	Lee	28,447	91,446	28,245	39,165	8,316	53,135	3,343	9,389
	Putnam	3,295	27,866	6,961	7,462	1,791	20,743	1,376	36,503
	Rock Island	10,831	36,322	7,108	12,042	4,315	21,143	1,750	4,043
7	Grundy	228	81,103	14,450	40,322	4,644	54,383	2,764	10,768
	Kendall	3,454	48,002	16,418	23,161	2,422	32,003	2,113	*13,035
	LaSalle	13,579	211,903	50,265	85,784	9,497	108,747	6,429	55,745
	Will	6,213	130,005	78,877	82,802	14,128	130,720	4,533	28,397
8	Ford	3,455	83,697	9,674	11,257	11,900	9,730	1,311	2,152
	Iroquois	9,297	169,935	27,960	35,359	37,541	74,698	3,545	23,380
	Kankakee	1,320	116,510	36,226	34,500	12,800	39,000	1,620	5,811
	Livingston	9,060	244,408	41,951	45,611	17,312	56,146	5,093	15,844
	Marshall	8,658	83,191	18,581	18,960	7,013	32,224	2,987	41,185
	Woodford	13,200	107,960	27,829	25,083	7,757	39,703	2,963	58,881
9	Fulton	43,456	117,025	16,326	39,009	11,954	46,886	4,517	130,011
	Knox	17,468	143,999	34,273	45,008	12,500	121,668	5,998	43,403
	Peoria	11,724	91,611	24,852	24,657	11,299	34,795	3,874	43,749
	Stark	6,186	42,429	9,884	7,226	1,563	13,318	549	3,172

STATEMENT—CONTINUED.

DISTRICTS.	COUNTIES.	ACRES IN CULTIVATION, ETC., IN 1873.							
		Wheat.	Corn.	Oats.	Meadow.	Other field products.	Acres in inclosed pasture.	In orchard.	In woodland.
10	Hancock	35,821	127,463	29,441	43,892	9,411	66,866	7,363	96,399
	Henderson	13,877	73,291	10,279	9,306	8,135	41,622	1,730	53,777
	McDonough	41,779	110,827	16,237	28,365	4,651	52,834	3,942	48,220
	Mercer	24,870	100,709	28,146	23,767	7,548	66,036	3,913	37,844
	Schuyler	22,862	44,023	5,528	16,296	2,326	25,311	2,206	117,896
	Warren	11,472	114,973	24,093	25,606	4,675	62,203	3,678	31,226
11	Adams	79,447	102,591	26,112	32,152	10,899	45,655	8,615	151,312
	Brown	21,260	32,526	4,583	11,528	1,504	16,007	1,569	93,124
	Calhoun	18,254	14,678	1,104	2,106	1,482	1,362	2,368	104,104
	Greene								
	Jersey	45,915	33,987	3,311	11,596	3,266	39,020	1,926	94,202
	Pike	95,305	81,697	8,044	21,872	4,717	33,842	4,891	131,971
12	Cass	18,799	49,450	8,841	4,155	13,044	32,187	1,029	85,515
	Christian	42,514	146,217	18,121	27,267	4,601	53,522	4,390	50,771
	Menard	4,580	67,961	5,300	7,992	1,788	59,680	4,060	47,333
	Morgan	12,397	69,750	9,980	32,040	12,575	133,585	3,025	80,000
	Sangamon	29,278	193,575	19,680	31,950	7,700	124,700	4,700	52,495
	Scott	12,970	21,280	1,508	4,340	1,997	39,467	1,342	30,113
13	DeWitt	22,127	88,659	10,107	15,958	3,702	53,535	2,329	33,894
	Logan	15,965	133,683	11,515	13,883	4,252	59,452	2,816	26,894
	Mason	18,091	99,082	12,436	4,922	4,968	12,728	2,019	41,592
	McLean	26,584	280,235	53,734	59,369	17,079	168,202	10,752	46,118
	Tazewell	21,069	117,686	17,764	18,923	19,070	28,438	2,569	68,517
14	Champaign	29,342	203,838	37,342	36,009	26,637	99,836	6,287	27,725
	Coles	19,809	73,813	17,285	25,259	5,580	53,838	3,216	65,977
	Douglas	7,521	78,887	12,914	17,244	5,787	51,723	2,647	21,599
	Macon	22,398	121,907	24,303	18,392	10,355	49,380	4,105	20,557
	Piatt	9,142	68,923	9,605	7,265	3,704	22,991	585	7,698
	Vermilion	24,098	134,275	15,464	32,417	13,368	117,419	4,215	38,013
15	Crawford	30,795	33,122	5,162	9,726	2,113	22,584	1,773	82,773
	Clark	27,105	87,204	12,623	20,061	6,129	46,584	3,035	142,391
	Cumberland	11,491	33,064	9,158	14,204	2,864	12,600	1,383	25,563
	Edgar	20,561	75,390	7,105	24,100	2,251	83,666	3,024	38,150

	Effingham	16,101	31,008	12,122	11,510	7,465	6,236	1,372	71,269
	Jasper	17,944	34,773	8,558	13,844	3,592	6,500	1,402	85,285
	Lawrence	31,014	29,936	6,024	8,633	1,298	15,060	2,696	82,559
	Moultrie	10,704	68,863	10,975	10,572	5,065	34,362	1,684	27,190
	Shelby	32,558	93,627	22,581	24,115	41,368	49,246	3,237	79,806
16	Bond	22,140	37,812	11,231	12,988	2,279	33,337	1,937	53,925
	Clay	15,724	44,713	12,723	16,522	8,542	16,311	2,557	97,527
	Clinton	59,637	47,300	19,189	10,282	4,405	16,117	3,432	60,224
	Fayette	26,411	60,640	14,332	10,165	5,981	31,367	2,870	112,249
	Marion	11,899	59,362	15,215	29,121	7,668	28,183	5,868	109,498
	Montgomery	78,125	94,424	22,658	27,570	3,277	35,992	3,928	73,999
	Washington	73,622	46,077	27,838	9,075	4,825	18,625	4,666	115,091
17	Macoupin	102,283	109,319	17,832	40,681	4,805	57,286	5,984	147,021
	Madison	92,294	128,112	27,820	35,010	6,700	59,830	10,900	95,780
	Monroe	57,238	21,969	10,294	2,948	4,383	10,237	2,007	124,655
	St. Clair	147,890	65,019	23,025	13,166	18,307	16,926	6,879	126,958
18	Alexander	4,259	12,835	937	673	946	955	331	84,885
	Jackson	27,450	28,398	7,383	5,908	2,988	3,984	3,657	169,847
	Johnson	12,565	24,080	5,010	4,384	1,427	3,885	2,626	144,458
	Massac	12,926	16,393	1,062	4,215	1,384	2,667	839	103,316
	Perry	16,149	16,426	------	------	11,560	Acres in	cultivation	in 1871.
	Pope	10,047	16,925	4,082	2,575	2,176	6,311	1,908	188,124
	Pulaski	6,392	11,148	729	1,562	1,194	693	1,754	443
	Randolph	48,986	17,275	10,131	4,341	2,450	5,654	2,647	60,426
	Union	21,899	25,629	5,953	7,131	3,983	6,370	6,062	132,701
	Williamson	17,052	29,738	8,748	4,946	3,401	11,219	2,551	129,142
19	Edwards	13,454	17,124	6,498	5,356	1,224	6,621	1,133	71,044
	Franklin	14,725	29,661	10,479	4,643	5,749	7,006	1,903	116,853
	Gallatin	11,797	36,174	2,391	3,796	1,884	2,536	1,293	140,040
	Hamilton	5,119	16,324	5,710	3,006	1,222	1,518	1,061	92,339
	Hardin	5,120	11,845	1,860	14,112	3,430	4,100	7,644	Acres, 72.
	Jefferson	17,126	44,427	17,483	10,707	3,781	17,807	3,736	188,015
	Richland	24,246	26,388	9,387	11,543	3,126	9,241	2,700	79,957
	Saline	10,537	26,509	5,695	3,891	2,591	3,578	2,401	167,746
	Wabash	19,231	16,774	4,898	6,195	3,194	7,478	942	70,307
	Wayne	18,305	53,042	16,748	15,483	11,615	25,612	3,352	234,293
	White	22,156	43,080	7,786	7,008	2,108	9,354	1,490	196,997
	Grand aggregate	2,558,680	7,333,760	1,821,093	2,363,332	820,104	4,263,280	334,067	6,928,061

*Two towns not included in the acres of products.

"B".—*Prepared by the Secretary, under resolution adopted October 7th, to show the aggregate equalized assessment of the property of Railroads, for* 1874.

Name of Company.	Equalized val. of personal property, lands and lots, assessed by local assessors.	Assessed by State Board of Equalization.		Total equalized value of railroad property.
		Equalized val. of "railroad track" and "rolling stock."	Equalized val. of capital stock.	
Cairo and St. Louis	$31,892	$306,735	.....	$338,627
Cairo and Vincennes	13,601	640,295	.....	653,896
Carbondale and Shawneetown	744	65,900	.....	66,644
Chicago and Alton	755,552	4,809,498	$7,629,829	13,194,879
Chicago, Burlington and Quincy	687,645	7,186,252	12,123,668	19,997,565
Chicago, Danville and Vincennes	41,115	670,257	106,868	818,240
Chicago and Iowa	347	437,520	576,733	1,014,600
Chicago and Northwestern	493,907	4,880,554	856,925	6,231,386
Chicago, Rock Island and Pacific	1,114,677	2,973,255	233,936	4,321,868
Chicago and Pacific	2,288	190,130	.....	192,418
Chicago and Paducah	509	598,373	.....	598,882
Chicago, Pekin and Southwestern	21	242,722	173,480	416,223
Cincinnati, Lafayette and Chicago	816	245,661	5,203	251,680
Columbus, Chicago and Indiana Cent., leased by Pittsb'g, Cin. and St. Louis	146,220	160,661	171,669	478,550
Chicago, Milwaukee and St. Paul	1,210	459,769	197,611	658,590
Coal Valley Mining Company	85	30,416	5,499	36,000
Chicago and Illinois Southern	.....	110,833	.....	110,833
Edwardsville	85	33,761	.....	33,846
Evansville, Terre Haute and Chicago	1,166	43,925	49,990	95,081
East St. Louis and Carondelet	4,954	52,131	75,515	132,600
Gilman, Clinton and Springfield	44,716	525,552	.....	570,268
G. Tower Min'g, M'f'g and Transp. Co.	536,839	200,887	.....	737,726
Hannibal and Naples	6,358	213,060	158,582	378,000
Illinois and St. Louis R.R. and Coal Co.	63,171	149,727	223,809	436,707
Indianapolis, Bloomington and West'n.	67,744	1,664,759	148,677	1,881,180
Indianapolis and St. Louis	344,628	1,236,108	1,125,139	2,705,875
Indiana and Illinois Central	21,485	394,081	.....	415,566
Iron Mountain, Chester and Eastern	949	163,620	.....	164,569
Jacksonville Northwestern and S. E.	76	141,856	.....	141,932
Joliet and Northern Indiana	40,964	155,888	92,139	288,991
Lake Shore and Michigan Southern	24,185	249,426	239,550	513,161
Lafayette, Bloomington & Mississippi	17,919	341,830	6,816	366,565
Louisville, New Albany and St. Louis	.....	72,892	.....	72,892
Michigan Central	338,920	103,160	.....	442,080
Ohio and Mississippi	283,889	1,138,182	2,050,215	3,472,286
Orion and Minersville	.....	26,428	.....	26,428
Paris and Danville	76,080	143,557	18,363	238,000
Paris and Decatur	2,044	338,016	.....	340,060
Peoria, Pekin and Jacksonville	13,074	423,165	.....	436,239
Peoria and Rock Island	7,576	428,572	151,423	587,571
Pekin, Lincoln and Decatur	4,357	307,454	140,109	451,920
Pittsburg, Fort Wayne and Chicago, leased by Pennsylvania Company	689,542	270,260	.....	959,802
Quincy, Alton and St. Louis	144	194,409	165,447	360,000
Quincy, Alton and St. Louis, (1873)	.....	232,511	109,849	342,360
Rockford, Rock Island and St. Louis	38,770	1,097,494	.....	1,136,264
St. Louis, Alton and Terre Haute	121,615	525,176	388,243	1,035,034
St. Louis and Southeastern	159,720	922,090	.....	1,081,810
St. Louis, Vandalia and Terre Haute	193,430	1,193,303	1,037,117	2,423,850
Springfield and Illinois Southeastern	61,808	865,453	.....	927,261
Sycamore and Cortland	1,408	21,778	.....	23,186
Toledo, Peoria and Warsaw	49,319	1,729,441	861,936	2,640,696
Toledo, Wabash and Western	322,977	3,281,782	1,969,918	5,574,677
Western Union	33,166	639,151	219,917	892,234
Total	$6,863,707	$43,529,716	$31,314,175	$81,707,598

"C."—*Tabular Statement prepared by the Secretary, under a Resolution adopted October 7th, showing the Assessed Value of Property assessed by Local Assessors—the average rate per cent. of Equalization—and the Equalized value of all Property Assessed for the Year* 1874.

Counties.	Assessed in counties by local Assessors.						Assessed by State Board of Equalization.			Total equalized value of all property assessed for the 1874.
	Total assessed value of all lands, lots and personal property.	Average rate per cent. of addition or deduction.		Net amount added.	Net amount deducted.	Total equalized value of all property, including R.R. property, assessed by local asses's.	Equalized val. of R. R. track and rolling stock.	Equalized val. of capital stock of railroads.	Equalized val. of capital stock of corporations other than railroads	
		Add.	Ded.							
Adams	$25,771,258	5		$1,348,416		$27,119,674	$851,911	$1,102,236	$1,336,912	$30,410,733
Alexander	3,292,881		13		$414,170	2,878,711	26,099		14,374	2,919,184
Bond	3,721,930	15		568,989		4,290,919	166,806	148,396		4,606,121
Boone	7,930,761		43		3,407,311	4,523,450	374,100	71,067		4,968,617
Brown	4,084,547		20		824,916	3,259,631	211,257	130,328		3,601,216
Bureau	6,376,859	129		8,197,880		14,574,739	1,161,161	1,180,215	2,501	16,918,616
Calhoun	1,372,176		24		323,521	1,048,655				1,048,655
Carroll	8,177,090		31		2,562,896	5,614,192	215,809	73,598		5,903,601
Cass	6,024,885		5		301,244	5,723,641	238,170	33,772		5,995,583
Champaign	19,744,905		17		3,397,542	16,347,363	587,336	182,497	19,276	17,136,472
Christian	12,896,479		19		2,418,418	10,478,061	463,966	237,847		11,179,874
Clark	4,348,623	4		176,691		4,525,314	219,222	191,711		4,936,247
Clay	4,676,849		29		1,357,519	3,319,330	273,587	320,287		3,913,204
Clinton	6,313,005		27		1,682,152	4,630,853	251,564	425,298		5,307,715
Coles	9,234,386		2		223,675	9,010,711	245,127	172,152		9,427,990
Cook	157,444,570	94		148,600,621		306,045,191	3,188,930	1,329,972	6,966,939	317,531,032
Crawford	3,388,169		8		258,242	3,129,927				3,129,927
Cumberland	1,667,392	37		624,653		2,292,045	152,676	137,609		2,582,330
DeKalb	14,713,718		27		3,910,492	10,803,226	393,490	322,488		11,519,204
DeWitt	6,783,236		9		629,199	6,154,037	340,216	17,026		6,511,279
Douglas	7,816,977		26		2,022,283	5,794,694	248,734			6,043,428
DuPage	6,160,287	15		913,184		7,073,471	650,276	385,236		8,108,983
Edgar	8,512,792	1		104,954		8,617,746	418,597	163,845	60,000	9,260,188
Edwards	2,691,553		13		349,902	2,341,651	28,278			2,369,929
Effingham	3,496,462	10		346,253		3,842,715	282,064	166,966		4,291,745
Fayette	6,419,423	3		164,251		6,583,674	194,771	168,043		6,946,488
Ford	6,543,778		25		1,640,548	4,903,230	354,678	25,028		5,282,936
Franklin	1,655,476		4		64,856	1,590,620				1,590,620
Fulton	19,286,434		27		5,222,768	14,063,666	750,873	928,964	262	15,743,765
Gallatin	2,410,514		32		760,197	1,650,317	147,638			1,797,955
Greene	9,673,794		23		2,209,608	7,464,186	427,160	537,270		8,428,616
Grundy	6,940,416		6		433,544	6,506,872	370,629	177,032	15,393	7,069,926
Hamilton	1,346,761	25		332,348		1,679,049	192,791			1,871,840

STATEMENT—CONTINUED.

Counties.	Assessed in counties by local Assessors.						Assessed by State Board of Equalization.			Total equalized value of all property assessed for the year 1874.
	Total assessed value of all lands, lots and personal property.	Average rate per cent. of addition or deduction. Add.	Ded.	Net amount added.	Net amount deducted.	Total equalized value of all property, including R. R. property, assessed by local asses's.	Equalized val. of R. R. track and rolling stock.	Equalized val. of capital stock of railroads.	Equalized val. of capital stock of corporations other than railroads	
Hancock	$14,877,176		20		$2,927,978	$11,949,198	$855,097	$921,737		$13,726,032
Hardin	899,815		33		297,947	601,868			$37,622	639,490
Henderson	5,816,973		17		988,886	4,828,087	382,808	522,884		5,733,779
Henry	16,180,605		18		2,912,509	13,268,096	917,606	630,295	9,304	14,825,301
Iroquois	14,419,743		20		2,894,021	11,525,722	648,714	155,784		12,330,220
Jackson	3,421,169	41		$1,401,581		4,822,750	294,229			5,116,979
Jasper	2,157,054	26		554,372		2,711,426				2,711,426
Jefferson	2,452,347	33		809,274		3,261,621	141,961			3,403,582
Jersey	5,829,931		3		193,557	5,636,374	164,348	235,400		6,036,122
Jo Daviess	9,116,178		34		3,110,372	6,005,806				6,005,806
Johnson	874,106	50		436,056		1,310,162	120,679			1,430,841
Kane	25,483,057		29		7,427,263	18,055,794	903,233	608,127	130,434	19,697,588
Kankakee	6,506,415	2		150,527		6,656,942	226,926	22,962		6,906,830
Kendall	7,745,212		27		2,091,208	5,654,004	311,212	522,753		6,487,969
Knox	20,666,794		28		5,842,074	14,824,720	683,154	1,113,019	54,834	16,675,727
Lake	6,640,934	0		21,125		6,662,059	532,573	162,301		7,356,935
La Salle	34,690,306		22		7,782,323	26,907,983	1,186,515	1,252,031	259,771	29,606,300
Lawrence	2,162,508	19		408,139		2,570,647	176,272	299,654	492	3,047,065
Lee	14,259,402		27		3,882,495	10,376,907	636,944	706,979		11,720,830
Livingston	18,030,046		16		2,809,955	15,220,091	795,917	812,683		16,828,691
Logan	15,946,753		25		3,908,091	12,038,662	632,412	481,580		13,152,654
Macon	16,601,263		20		3,391,795	13,209,468	672,828	258,600	61,455	14,202,351
Macoupin	5,141,787	113		5,830,225		10,972,012	626,673	738,886	5,340	12,342,911
Madison	20,883,410		15		3,132,513	17,750,897	1,029,649	953,429	29,593	19,763,568
Marion	5,436,116	12		667,813		6,103,929	184,139	336,276		6,624,344
Marshall	8,174,314		24		1,990,183	6,184,131	416,899	435,381	11,074	7,047,485
Mason	7,404,441		16		1,176,195	6,228,246	453,548	193,428		6,875,222
Massac	1,356,238		13		176,311	1,179,927				1,179,927
McDonough	14,868,127		33		4,945,619	9,922,508	586,002	639,066		11,147,576
McHenry	11,068,114		27		2,936,408	8,131,706	971,152	181,984		9,284,842
McLean	32,123,951		11		3,616,545	28,507,406	1,107,515	896,392	73,634	30,584,947
Menard	8,161,879		34		2,767,771	5,394,108	195,334	223,289		5,912,731
Mercer	8,283,730		4		331,348	7,952,382	340,029	556,573		8,848,984
Monroe	2,703,885	7		182,482		2,886,367	90,357			2,976,724
Montgomery	8,155,547	15		1,192,108		9,347,655	403,253	319,171	76,826	10,146,905
Morgan	11,656,001	16		1,850,427		13,506,428	706,592	566,188	54,924	14,834,132
Moultrie	5,445,501		20		1,103,348	4,342,153	267,582	24,593		4,634,328

Ogle	19,269,176		39		7,480,461	11,788,715	323,352	288,887		12,400,954
Peoria	24,248,888		35		8,517,016	15,731,872	924,426	807,398	117,437	17,581,133
Perry	2,189,951	33		729,639		2,919,590	251,569	123,637	10,969	3,305,765
Piatt	6,443,674		11		711,642	5,732,032	587,543	105,580		6,425,155
Pike	14,316,769		24		3,405,019	10,911,750	694,509	671,418	47,873	12,325,550
Pope	1,598,286		6		100,919	1,497,367				1,497,367
Pulaski	1,059,172		12		122,015	937,157	85,443			1,022,600
Putnam	3,213,801		23		730,042	2,483,759	69,678	6,254		2,559,691
Randolph	6,287,784		24		1,509,068	4,778,716	238,895	36,417	66,750	5,120,778
Richland	4,497,257		34		1,528,267	2,968,990	155,558	286,916		3,411,464
Rock Island	11,449,636		17		1,939,695	9,509,941	494,371	84,916	72,269	10,161,497
Saline	1,433,293	4		62,446		1,495,739	187,055			1,682,794
Sangamon	27,365,234		15		4,126,488	23,238,746	969,684	728,233	327,867	25,264,530
Schuyler	5,139,705		9		476,720	4,662,985	151,171	177,621		4,991,777
Scott	3,666,905		7		256,683	3,410,222	220,096	124,236		3,754,554
Shelby	12,292,238		22		2,664,785	9,627,453	309,054	166,004		10,102,511
Stark	7,503,760		39		2,906,048	4,597,712	269,662	358,007		5,225,381
St. Clair	30,192,040		30		9,065,149	21,126,891	1,123,206	1,040,089	1,076,624	24,366,810
Stephenson	15,303,612		33		5,110,561	10,193,051	247,040	64,003	162,570	10,666,664
Tazewell	16,407,626		18		2,915,577	13,492,049	714,209	516,992	42,383	14,765,633
Union	2,153,171	28		593,622		2,746,793				2,746,793
Vermilion	18,625,092		11		2,029,670	16,595,422	786,389	244,401	39,450	17,665,662
Wabash	3,313,653		26		847,429	2,466,224	166,443			2,632,667
Warren	12,384,120		28		3,467,554	8,916,566	318,784	325,521	11,323	9,572,194
Washington	5,430,106		17		935,778	4,494,328	149,893		2,358	4,646,579
Wayne	3,675,903	3		110,277		3,786,180	97,517			3,883,697
White	2,016,711	54		1,083,952		3,100,663	350,430			3,451,093
Whiteside	13,760,903		25		3,416,983	10,343,920	830,481	679,519	37,875	11,891,795
Will	17,972,604	10		1,723,376		19,695,980	770,214	543,745	476,639	21,486,578
Williamson	1,760,030	28		492,808		2,252,838	58,751			2,311,589
Winnebago	14,694,019		34		4,995,966	9,698,053	557,552	120,224	5,869	10,381,697
Woodford	9,433,903		12		1,132,068	8,301,835	336,671	313,829		8,952,335
Totals	$1,105,658,176			$179,678,489	$176,902,864	$1,107,893,344	$43,529,716	$31,314,175	$11,719,216	$1,194,456,451

RULES OF ORDER STATE BOARD OF EQUALIZATION, 1874.

RULE 1. The Chairman shall take the chair at the hour to which the Board may have adjourned on the previous day; shall immediately call the Board to order, and on the appearance of a quorum shall cause the minutes of the preceding day to be read, and the following order of business to be observed:

First. Petitions and communications.

Second. Reports of committees.

Third. Resolutions.

RULE 2. The Chairman shall decide all questions of order, subject to an appeal to the Board at the request of any two members, and when an appeal is taken the Chairman may address the Board upon the point of order in dispute, and the question shall be put, "Is the decision of the Chair correct?"

RULE 3. When a motion is made and seconded it shall be stated by the Chairman or Secretary before being debated.

RULE 4. Every motion shall be reduced to writing, if the Chairman or any member require it, and any member may call for a statement of the question, which the Chairman may give sitting.

RULE 5. After a motion is stated by the Chairman, or read by the Secretary, it shall be considered as in the possession of the Board, but may be withdrawn by the member making the motion, by leave of the Board, before decision.

RULE 6. While the Chairman is putting the question, no member shall walk across the room; and while a member is speaking, no member shall pass between the member speaking and the chair.

RULE 7. When a member is about to speak in debate, he shall rise from his seat and address the chair; and when two or more members rise at the same time, the Chairman shall name the member who shall speak first.

RULE 8. No member shall speak more than twice on the same question, nor more than once without the leave of the Board, until every member wishing to speak shall have spoken.

RULE 9. When the debate or discussion of a question shall have been concluded, the Chairman shall put the question in this form, to-wit: You who are of the opinion (as the case may be,) say "Aye," those of the contrary opinion, say "No;" and the yeas and nays may be called and entered upon the journal, at the request of any member.

RULE 10. If the Chairman doubt, or a division be called for, the members shall decide by rising—those in the affirmative first, and afterward the negative—and the Chairman shall determine by count, telling the number.

RULE 11. Every member present when the question is put, shall vote, unless excused by the Board.

RULE 12. In case there is not a quorum present, any number of members shall have power to adjourn; six to call the Board to order, and send for the absent members.

RULE 13. Upon the call of the Board the names of the members shall be called by the Secretary, and the absentees noted; after which, the absentees shall again be called, and those for whom no excuse, or an insufficient one, is made, shall not receive a certificate of attendance for the time he or they shall have been absent.

RULE 14. No member shall absent himself from the Board without leave, unless he be unable to attend.

RULE 15. When a question is under consideration, no motion shall be received, except to postpone, lay on the table, amend, the previous question, recommit, or adjourn.

RULE 16. A motion to adjourn shall always be in order, and be decided without debate.

RULE 17. The previous question shall be put in this form: "Shall the main question be now put?" It shall only be admitted when demanded by five members, and until it is decided shall preclude all amendments or further debate upon the main question.

RULE 18. Any member may call for a division of the question when the sense will admit of it; and when the question be considered divisible by the chair, the same shall be divided; from which decision of the chair an appeal may be taken by any member, as a point of order.

RULE 19. In forming the Committee of the Whole, the Chairman may leave the chair, and appoint a chairman to preside.

RULE 20. The rules of proceeding in the Board shall be observed in Committee of the Whole, so far as may be applicable.

RULE 21. In all cases not provided for in these rules, the standing rules of the State Senate shall govern.

RULE 22. The committees of the Board shall consist as follows:

First. Committee on Equalization of Personal Property.

Second. Committee on Equalization of Lands.

Third. Committee on Equalization of Town and City Lots.

Fourth. Committee on Assessment of Railroad Property.

Fifth. Committee on Assessment of Capital Stock of Corporations (including the Capital Stock of Railroads and Telegraph Companies.)

Each of said committees to be composed of five members.

Sixth. Committee on General Equalization; to consist of seven members.

Said committees shall be appointed by the Chairman of the Board.

RULE 23. Upon the completion of the work of either of the first three mentioned Committees, their report shall be submitted to the Board, where said report shall be open to alteration or amendment by the Board, or in Committee of the Whole, on three different days, when the Board shall be in session, after which it shall be referred to the Committee on General Equalization.

RULE 24. After the reports of the first three named committees shall be referred to the Committee on General Equalization, it shall be the duty of said Committee to compare the values of the different classes of property with each other, and make such alterations as said Committee shall find necessary to equalize the different classes of property with each other, and report its action thereon to the Board: *Provided*, that for a more equitable equalization of the different classes of property, as aforesaid, if it is thought necessary by said Committee to make any change in the classification of property, as found in the several reports, such changes shall be reported to the Board for instructions thereon, before making their final report.

RULE 25. Upon the completion of the work of the Committees on Assessment of Railroad Property and of Capital Stock of Corporations, their reports shall be referred to the Board for consideration.

RULE 26. These rules may be altered or amended by a vote of a majority of the Board by the member or members wishing such changes or amendments giving one day's notice of the same.

COMMITTEES OF THE STATE BOARD OF EQUALIZATION.

NAME.	DISTRICT.	COUNTY.	POST OFFICE.
Committee on Equalization of Personal Property:			
Willmarth, Homer, (Chairman)	Third	Cook	Barrington.
Whiteside, Levi T.	Eleventh	Greene	White Hall.
McCabe, Arad K.	Nineteenth	Gallatin	Shawneetown.
Diggins, Orson C.	Fourth	McHenry	Harvard.
Fisher, Stephen D.	Thirteenth	Logan	Atlanta.
On Equalization of Lands:			
Mosier, Ira C., (Chairman)	Eighth	Kankakee	Wilmington.
Hunter, George.	Seventeenth	Macoupin	Carlinville.
Parry, Daniel D.	Tenth	Warren	Monmouth.
McNutt, Samuel.	Fifteenth	Edgar	Paris.
McMaster, Daniel R.	Eighteenth	Randolph	Sparta.
On Equalization of Town and City Lots:			
Dewey, Sylvester H., (Chairman)	Seventh	Grundy	Morris.
Warner, Edward B.	Fifth	Whiteside	Morrison.
McMaster, Daniel R.	Eighteenth	Randolph	Sparta.
Savage, John W.	Twelfth	Cass	Bluff Springs.
Derickson, R. P.	Second	Cook	Chicago.
On Assessment of Railroad Property:			
English, Joseph G., (Chairman)	Fourteenth	Vermilion	Danville.
Warner, Edward B.	Fifth	Whiteside	Morrison.
Whitney, William M.	First	DuPage	Hinsdale.
Parry, Daniel D.	Tenth	Warren	Monmouth.
Dewey, Sylvester H.	Seventh	Grundy	Morris.
On Assessment of Capital Stock of Corporations:			
Miles, Rufus W., (Chairman)	Ninth	Knox	Knoxville.
Savage, John W.	Twelfth	Cass	Bluff Springs.
Fisher, Stephen D.	Thirteenth	Logan	Atlanta.
McCawley, Daniel L.	Sixteenth	Clay	Clay City.
Hunter, George.	Seventeenth	Macoupin	Carlinville.
On General Equalization:			
Wiley, William L., (Chairman)	Sixth	Henry	Galva.
Diggins, Orson C.	Fourth	McHenry	Harvard.
Whiteside, Levi T.	Eleventh	Greene	White Hall.
McCabe, Arad K.	Nineteenth	Gallatin	Shawneetown.
McNutt, Samuel.	Fifteenth	Edgar	Paris.
Whitney, William M.	First	DuPage	Hinsdale.
McCawley, Daniel L.	Sixteenth	Clay	Clay City.

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Supreme Court of the United States.

No. 701.

HENRY B. MILLER ET AL., COLLECTORS, Appellants,

vs.

M. K. JESUP ET AL., Appellees.

Appeal from the Circuit Court of the United States for the Northern District of Illinois.

ARGUMENT OF C. BECKWITH FOR APPELLEES.

C. BECKWITH,
Counsel for Appellees.

Judd & Detweiler, Printers.

Supreme Court of the United States.

No. 701.

HENRY B. MILLER ET AL., COLLECTORS, Appellants,

vs.

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Appeal from the Circuit Court of the United States for the Northern District of Illinois.

ARGUMENT OF C. BECKWITH FOR APPELLEES.

May it please your Honors:

Had your engagements permitted oral arguments of sufficient length to have fully explained the different questions presented for your consideration, I should have forborne the presentation of my views further than they have been presented in the brief which has been filed. You have learned that a large number of injunctions have been granted by the Circuit Court of the United States for the northern district of Illinois, to restrain the collection of taxes under the act of the General Assembly of that State passed in the year 1872. Not only have the taxes for the years 1873 and 1874 been suspended but the taxes for the year 1875 are also practically suspended by reason of injunctions restraining the collection of the taxes for previous years. The amounts of these taxes are large. The questions involved are dependent upon a novel state of facts necessary to be ascertained before well-established principles can be applied in their determination.

The counsel for the State of Illinois have overlooked important provisions of the constitution of that State, and many important facts proper for your consideration.

The provisions of the constitution limiting the power of the General Assembly to assess and levy taxes are, first :

"The General Assembly shall provide such revenue as "may be needful by levying a tax, by valuation, so that every "person and corporation shall pay a tax in proportion to the "value of his, her, or its property—such value to be ascer- "tained by some person or persons, to be elected or ap- "pointed in such manner as the General Assembly shall "direct, and not otherwise; but the General Assembly shall "have power to tax peddlers, auctioneers, brokers, hawkers, "merchants, commission merchants, showmen, jugglers, "inn keepers, grocery keepers, liquor dealers, toll bridges, "ferries, insurance, telegraph, and express interests or "business, vendors of patents, and persons or corporations "owning or using franchises and privileges, in such manner "as it shall, from time to time, direct by general law, uni- "form as to the class upon which it operates."

Second :

"The General Assembly may vest the corporate authori- "ties of cities, towns, and villages, with power to make "local improvements by special assessment or by special "taxation of contiguous property, or otherwise. For all "other corporate purposes, all municipal corporations may "be vested with authority to assess and collect taxes; but "such taxes shall be uniform in respect to persons and "property within the jurisdiction of the body imposing the "same."

Third :

"The General Assembly shall not impose taxes upon "municipal corporations, or the inhabitants or property

"thereof, for corporate purposes, but shall require that all "the taxable property within the limits of municipal cor- "porations shall be taxed for the payment of debts con- "tracted under authority of law, such taxes to be uniform in "respect to persons and property within the jurisdiction of "the body imposing the same."

These constitutional requirements were systematically disregarded in the enactment of the law of March 30, 1872, under which the taxes sought to be enjoined in the present case were assessed and levied. The provisions of the constitution require uniformity in the assessment and levy, not only of State, but of all other taxes. They also require that the body imposing the taxes shall have jurisdiction of the property upon which they are imposed.

It will be perceived that the provisions relative to the assessment and collection of municipal taxes are peculiar. The General Assembly has no authority to assess and collect taxes of this description; and the provision of the constitution is express that it shall not impose taxes upon municipal corporations, or the inhabitants or property thereof, for corporate purposes. The General Assembly may vest, in municipal corporations, power to impose taxes upon persons and property within their respective jurisdictions, but upon condition that such taxes shall be assessed upon persons and property within the jurisdiction of the body imposing the same and not otherwise, and upon the further condition that all taxes shall be so levied as to be uniform upon such persons and property.

It will be noticed that the counsel for the State have entirely overlooked these important requirements of the constitution.

The act of March 30, 1872, provides that all property, of every description whatever, excepting such as is specially exempted, shall be listed at its fair cash value. (Section 3.)

Sections 42, 43, 44, 45, and 46 specially provide for listing property belonging to railway companies. The property belonging to this class of corporations is divided into four classes: First. The right of way, including the superstructures of main, side, and second tracks and turnouts and the stations and improvements of the railroad company on such right of way. These species of property are declared to be real estate for purposes of taxation, and are denominated "railroad track." It will be perceived that the property thus denominated includes not only the road bed, but the right of way—not only the land embraced within such right of way, but all superstructures of main, side, or second tracks and turnouts. These tracks consist of iron or steel, ties, grading, ballasting, and everything constituting a part of a railroad track. The property thus denominated not only includes the right of way, main, side, or second track and turnouts, but all stations and improvements on such right of way.

All station-houses, freight-houses, stock-yards, engine-houses, shops, fences, and every other structure or improvement upon the right of way, are included in the property denominated "railroad track." The property thus denominated is required to be assessed by the State Board of Equalization. The town and county assessors have no authority to assess any part thereof. While the State Board of Equalization is required to assess all these species of property, the assessment is to be made in different modes. The right of way and main track are required to be assessed at an aggregate value, and such valuation is to be distributed to the several counties, towns, villages, districts and cities, in the proportion that the length of the main track in such county, town, village, district, or city bears to the whole length of the road in the State, but the value of the side or second tracks, turnouts, and all station-houses, depots, machine-shops, and other buildings belonging to the road, are to be assessed in the county, town, village, district, or

city, in which the same are located. While the State Board of Equalization is required to make an assessment of second and side tracks, turnouts, station-houses, depots, machine-shops, and other buildings, it is to make the same for the several counties, towns, villages, districts, or cities, in which the property is located. In respect of this property, the members of the State Board, are, for the purpose of making an assessment thereof, treated as officers of the several municipalities. (Secs. 42, 43, 109.)

The State Board of Equalization is also required to assess the rolling stock of railway companies as a whole, and distribute the assessed value to the several counties, towns, villages, districts, and cities, in the proportion that the main track used or operated in such county, town, village, district, or city bears to the length of the road used or operated by the corporation, whether owned or leased by it, in whole or in part. (Section 45.)

It is conceded by the counsel for the State that the State Board of Equalization is required to assess the right of way, main track, certain improvements, and the rolling stock in one mode, and the side track, second track, turnouts, station-houses, depots, machine shops, and other buildings in another mode.

The law does not provide any other mode of listing for taxation these species of property. On the other hand, the respective town and county assessors are required to list and assess all of the tools and materials for repairs, and *all other personal property* of every railroad company, except rolling stock, for the several counties, towns, villages, districts, or cities, wherever the same may be, on the first day of May of each year. These town and county assessors are also required to list and assess all real estate of railway companies outside of the right of way, and all buildings and structures thereon, for the several counties, towns, villages, districts, or cities where the same are located.

The assessments made by the town assessor are returned to a town board, but the town board has no authority to alter the assessment made by the assessor, except upon notice to the party interested in such change. The provision of the statute is positive that the town board shall not make any change, except upon notice, in the manner provided in the statute.

The town board returns the assessments for its town to a county board of equalization, and the county board is also expressly forbidden to make any alteration in the assessment, except upon notice as required by the statute.

Tax-payers having learned the value at which their property is assessed for purposes of taxation by town assessors are not required to attend before town or county boards to prevent any change in such assessments, unless they are notified so to do. In this respect the law is the same, whether the tax-payer delivers to the assessor a list of his property, and a statement of its value, or whether the assessor makes the assessment upon his own judgment. The assessment having been once made can not be changed by either the town or county board without notice to the owner or his agent. The same rule is prescribed where the assessment is made by a county assessor in counties not under the township organization law. After the assessor has once made an assessment and returned the same to the county board, it cannot be changed, except upon notice to the owner or his agent, and in regard to assessments made by the county assessor the law prohibiting any change without notice is the same, whether the owner gives to the assessor a list of his property and a statement of its value, or whether the assessor ascertains the property and fixes the value from his own judgment. It will be perceived that railway companies are entitled to notice of any change made in assessments of their properties when made by town or county assessors, but when made by the State Board of Equalization the law does not provide that they shall have any notice whatever.

The law fixes a time when the august body, called the State Board of Equalization, shall meet, but their proceedings are *ex parte* without notice, and without an opportunity to be heard; and they proceed either upon such evidence as is laid before them in the manner prescribed by the statute, or without evidence, or against evidence, as their judgment may dictate.

The law requires railway companies to make upon oath certain schedules for the information of the Board of Equalization, which are to be transmitted to the Auditor of Public Accounts, and by him presented to the board. These schedules are the only legitimate evidence before the board. The board has no power to compel the attendance of witnesses, nor the production of papers. Its members may be advised of facts by newspaper articles, by resolutions of political conventions, by hearsay, or in any other mode that they may think proper to receive information. There is no the appeal from county board, nor from the State Board of Equalization, and the statute provides no mode for reviewing the action of county boards, or of the State board.

The different assessing officers are required to assess property for taxation in accordance with the constitution of the State, and are undoubtedly liable for willfully disregarding their duty. The law under which they act should be in harmony with the constitution. Enactments of the General Assembly are not a sufficient shield to protect officers for violations of the supreme law of the State.

Having stated the powers of the different assessing officers, I desire to call your attention to the difference between the rights given to individuals and those given to railway corporations. It will be perceived that one mode is provided for assessing the property of natural persons, and another mode for assessing the property of corporations. The essential difference in the two modes is in the fact that natural persons have the right to be heard; have the right to have their property not only assessed at its fair cash value, but to

have the same assessed at the same relative value as the property of their neighbors and other citizens throughout the State. These valuable rights secured to individuals so as to produce uniformity, as the constitution requires, are denied to corporations. No corporation has a right to be heard as to the value of its property compared with the valuation put upon the property of other corporations, nor as to the sum its property shall be valued at as compared with the valuations placed upon the property of natural persons. The uniformity required by the constitution relates to the mode of making assessments as well as to the rate of tax imposed by State or municipal authorities.

I do not claim that the constitution requires that all property should be assessed by the same board or officers, nor that an assessment may not be made by a State board for State purposes, and by municipal boards or officers for municipal purposes; but I do claim that artificial persons or corporations are equal before the constitution with natural persons, and that whatever rights are granted to the one must be granted to the other. If natural persons have the right to be heard relative to the value which shall be placed upon their property, and upon the property of other persons, for purposes of taxation, corporations must have the same right. Non-residents are entitled to the same rights as residents. In other words, the assessed value of property for taxation must be ascertained for all classes of persons, in the same mode, although not necessarily by the same instrumentalities.

The General Assembly may authorize the State board to make an assessment upon which county, town, village, and city taxes shall be levied, but the proper county, town, village, and city officers must fix the rate of taxation for their several municipalities. The taxes may be collected by such officers as the General Assembly may direct.

The local taxes upon right of way, improvements thereon, not required to be locally assessed, and main track were imposed by

municipalities not having jurisdiction of the property upon which the same were assessed. The right of way was ascertained to contain 6,563.40 acres, and the value of the same, including all improvements thereon, not required to be locally assessed, was assessed at $983,350. The aggregate value thus ascertained was distributed to the different counties traversed by the road, as shown upon page 68 of the proceedings of the State Board of Equalization. The main track was ascertained to be 547 miles and 744 feet in length, and its value was assessed at $2,272,077, and distributed to the different counties, as shown upon the same page of the proceedings of the State board. The distribution of these assessed values to the counties was in the proportion of the length of the main track in the counties, respectively, to the length of main track in the State. The distribution to towns, cities, and villages, was made by the county clerks, according to the same rule.

No one pretends that the value of the right of way and improvements assessed therewith, was of the same value per mile in the different counties, towns, cities, and villages. The proceedings of the board show the values of right of way and improvements to differ as follows:

County.	Value of lands, per acre, in county, as assessed.	Value of lands, per acre on right of way, as assessed.
Cook	$33 99	$182 10
Will	20 42	129 46
Grundy	16 90	140 25
Livingston	18 45	144 54
McLean	23 60	152 77
Logan	26 66	141 78
Sangamon	25 85	177 49
Macoupin	5 72	105 44
Jersey	17 00	165 43
Madison	20 08	211 61
St. Clair	41 47	158 25
LaSalle	27 74	160 56
Marshall	21 63	160 88

Woodford	18	04		162	82
Tazewell	24	76		181	04
Greene	18	28		150	36
Morgan	18	01		175	34
Scott	14	18		187	34
Cass	16	58		134	14
Menard	26	17		164	81
Mason	14	76		153	51
Pike	18	81		97	16
Average value per acre	21	32		156	23

It appears from the sehedules attached to the bill that portions of the main track are iron and other portions are steel; and it is evident that these portions are of different values. The different portions of the road were constructed with a different number of ties to the mile, and these ties are of different values. The amount of ballasting is different in different localities, and the value of the same widely different according to the material used for the purpose. The length of time the road has been used and its state of repair were also different in different counties, &c., and both were elements to be considered in estimating the value of the main track. It is a physical impossibility that a right of way and main track should have a uniform value per mile. The question then arises, can the General Assembly of Illinois transfer portions of the value of real estate in one municipality to another for purposes of taxation in the latter. It is conceded that municipalities, as well as States must have jurisdiction of property, excepting railroad property, in order to impose taxes thereon. It is admitted that portions of the values of lands in some counties were transferred therefrom to other counties for local taxation. It is admitted that the values thus transferred were not within the jurisdiction of the counties to which they were transferred, and that the latter counties had no authority whatever to tax the value thus transferred under the constitution; but it is said there is no convenient mode of taxing railroads, excepting to do it in

direct violation of the constitution of the State. The constitution, it is claimed, may be violated, its provisions disregarded and set at naught in taxing railroad property whenever it is convenient so to do, or inconvenient to comply with such provisions. We have been gravely told that there is no mode of assessing a railway except to assess it as a whole and then distribute the aggregate assessment as required by the statute. It seems not to have occurred to the counsel for the State, that the law requires the second track to be assessed as the constitution requires. We will suppose a double track railroad for the entire distance from Chicago to St. Louis. Now, the counsel say that it is impossible to assess the right-hand track in accordance with the constitution, but perfectly easy to assess the left-hand track in accordance therewith. The tracks are both upon the same road-bed, are eight feet apart, have the same length of rail and the same number of ties, the same amount of grading, bridging and ballasting; are in every respect alike, except that the one is on the right hand side of the road and the other on the left.

Counsel claim that it is utterly impossible to assess one of these tracks as the constitution requires, but the other one can be so assessed without any difficulty whatever. More than this, counsel gravely assured us that the land embraced in a right of way is so peculiar, having, I suppose, such extraordinary length and of so little width that it was utterly impossible to assess it by the acre. It was, in their opinion, perfectly easy to ascertain the number of acres in each county, town, village and city, and the value of the land in each municipality per acre, as was done by the State Board of Equalization, but when all this was done it was utterly impossible to assess it as railroad property otherwise than as a whole.

The State Board (see proceedings, p. 69,) ascertained the number of acres in each county, even to the fractional part of an acre, assessed the value of the lands in each county,

but to make an assessment against a railroad company, it was found that could not be done without distributing these values to the different municipalities in the proportion of the length of the main track in the same to the whole road in the State. To one unacquainted with mathematics, it would seem that when the Board had ascertained the number of acres in each county, town, city and village, and the value of the acres of land in these respective municipalities, that they might have assessed such values for taxation in the respective municipalities where the property was situated. Nothing prevented such an assessment except the fact that the property belonged to a railroad company.

The iron, ties, and whatever else is included in the main track, could be assessed in the several towns, counties, cities, and villages, as well as in any other mode. The law expressly declares that a second track shall be assessed in that manner.

I have no doubt of the power of the General Assembly to change the domicile of a railroad corporation. It may be established in any town, city, or village of the State, either upon the line of its road or elsewhere. The question in the present case is not relative to the power of the Legislature to change the domicile of a corporation, but whether certain property of the corporation was within the jurisdiction of particular counties, towns, cities, and villages. The question is not a legislative one. The constitution of the State of Illinois, in effect, declares that the Legislature shall not directly, and that it shall not authorize municipal corporations to impose taxes upon property not within the jurisdiction of the body imposing the same, leaving it for the judicial branch of the Government to determine whether property is or is not within the jurisdiction of any particular municipality. If the General Assembly could declare that property in Chicago was within the jurisdiction of the city of Cairo, for purposes of taxation, it could, in effect, authorize the city of Cairo to impose taxes upon property never

within its limits. As before remarked, the Legislature might fix the domicile of a corporation at Cairo, but it could not by a fiction of law transfer property to that city never within its limits. These principles have been settled by repeated adjudications of the supreme court of the State of Illinois. No court in the Union has been more emphatic in its declarations that municipalities cannot impose taxes upon property not within the jurisdiction of the body imposing the same. No court has been more explicit in declaring that property within such municipalities for temporary purposes is not within their jurisdiction for purposes of taxation. But, it is said, notwithstanding these repeated adjudications, these repeated recognitions of a well-established rule, that the court has never said that railroad property was subject to the same rules as other property.

If the property belonged to an individual, or consisted of a line of steamboats the rule would be well settled.

So far as this question is concerned, your Honors are only called upon to affirm the repeated decisions of the supreme court of Illinois.

Counsel for the State have referred to decisions of courts of Missouri and Kansas, upon the subject, but an examination of the constitutions of these States will show that they are entirely different from the constitution of the State of Illinois. In those States the Legislature may assess and collect taxes for counties, cities and municipalities, and the only jurisdiction of property required for purposes of taxation is that of the State. If the Legislature of Illinois had authority to impose local taxes the cases might be parallel, and deserve consideration, but as the General Assembly of Illinois has no such authority, further consideration of the cases is unnecessary.

The second track, side tracks, turnouts, stations, and other structures of like character, were assessed by a singular rule not understood by the counsel for the State, and, therefore, not correctly stated by them.

The Board ascertained (see page 69 of proceedings) that the entire length of the second track, side tracks and turnouts was seventy-three miles 4,877 feet, making a total of 390,317 feet The Board further ascertained that the entire value of the second track, the side track and turnouts was $275,883. This aggregate value of $275,883 was distributed to the several counties traversed by the road in the proportion of the length of the second track, side track and turnouts, in the several counties, towns, cities and villages, to the entire length of the second track, side track and turnouts in the State. Thus it will be seen that Cook county has nine miles 2,344 feet, or 49,864 feet, and in the proportion of that number of feet to the whole number of feet, the share of Cook county to the whole was ascertained and distributed to it. The same distribution was made to the other counties traversed by the line of the road.

It is perfectly apparent that the board did not assess the second track, side track, and turnouts for the localities where they were situated, and that the values distributed to the different counties have no reference to the location of the property. It is also perfectly apparent that the value of station-houses, depots, machine-shops, and other buildings, so far as they were assessed by the State Board of Equalization, were distributed to the several counties on the line of the road in proportion to the length of the second track, side track and turn-outs in each county. I believe I have demonstrated that the local taxes in every county upon the line of the road except Cook county, were illegally assessed so far as they were imposed upon the right of way, main track, second track, side track and turn-outs.

The defendant corporation returned rolling stock as of the value of $924,132. The Board of Equalization assessed this property for purposes of taxation, at the sum of $1,278,180, being 60 per cent. of the estimated value placed upon the property by the board. The assessed value was distributed to the different counties in the same manner as the right of way and

main track were distributed. I can add nothing to the suggestions made by Mr. Jackson and myself in the brief already filed, and for convenience I repeat so much thereof as relates to the subject.

The constitution of the State of Illinois contemplates that the General Assembly shall provide such revenue as may be needful for State purposes, and that counties, towns, cities and villages shall respectively provide such revenues as may be needful for their respective purposes. The General Assembly has no power to assess and collect taxes for municipal purposes. The provision of the constitution is express: "The "General Assembly shall not impose taxes upon municipal "corporations or the inhabitants or property thereof, for "corporate purposes." But the General Assembly may vest in municipal corporations power to impose taxes upon persons and property within their respective jurisdictions. All taxes are required to be levied so as to be uniform upon persons and property within the jurisdiction of the body imposing the same. The General Assembly has no authority to impose taxes upon persons and property beyond its jurisdiction, and municipal corporations have not and cannot have any power to impose taxes upon persons or property not within their respective jurisdictions. The State of Illinois might as well impose taxes upon persons and property in the State of Missouri, as the city of Chicago assess and collect taxes upon persons and property in the cities of Springfield, Bloomington or Jacksonville.

Mills vs. *City of Weston*, 22 Mo., 384.

The General Assembly may declare that taxes may be imposed upon persons and property, but it cannot determine what persons or property are within its jurisdiction for that purpose. So the General Assembly may authorize municipal corporations to assess and collect taxes, but it cannot declare persons or property to be within the jurisdiction of

such corporation when they are not so in fact. The judicial branch of the government must determine whether persons or property are within a particular jurisdiction. The question is not one of legislative discretion. The rule relative to jurisdiction over property for the purposes of taxation is, "whether it abides within the municipality so as to "become incorporated with and form a part of its personal "property."

St. Louis vs. *Ferry Company*, 11 Wallace, 423.
Hayes vs. *Pacific Steamship Company*, 17 Howard, 599.

In *Morgan* vs. *Parham*, (16 Wallace, 471,) the court said:

"The fact that the vessel was physically within the limits "of Mobile at the time the tax was levied, does not decide "the question. Thus, if a traveler on that day had been "passing through that city in his private carriage, or an "emigrant with his wordly goods on a wagon, it is not con-"tended that the property of either of those persons would "be subject to taxation as property within the city." In that case the court held that the State of Alabama had no jurisdiction over the vessel upon which taxes were imposed, for the reason that it had not become incorporated into the personal property of the State, but was there temporarily only.

Although the home office of the defendant corporation was in Chicago, in Cook county, it might be admitted that the General Assembly could change its domicil, or create for it as many domicils, for certain purposes, as the road traverses counties, towns, cities, and villages; but creating a new domicil for the company, or declaring it to have a domicil in every county, town, city, and village through which the road passes, does not place the property of the corporation within the jurisdiction of such counties, towns, cities, and villages in equal proportions, or in the proportion of the length of the road through the same, to the whole

length of the road in the State. The jurisdiction of a State, county, city, or village over persons and property, for purposes of taxation, is not acquired by such persons or property being accidentally within the territorial limits of the State or municipality, for a temporary purpose.

We will suppose a corporation having its home office at East St. Louis has two lines of steamboats, one plying between that place and Galena, and the other between East St. Louis and Peoria. These steamers would each pass through and stop in twenty different counties, but would the General Assembly have the power to provide that the entire number of steamers employed in both lines should be assessed as a whole, and that the assessed value should be distributed to the different counties, towns, cities, and villages through which the steamers might pass on their trips in proportion of the length of the trip through each municipality to the whole length of the voyage? The trips of the one line might be weekly, and of the other line daily; and should not this fact be taken into consideration if such a rule was to obtain? A commercial house in Chicago might have its peddlers, with their horses, wagons, and merchandise on the main lines of travel in the State, and on the first day of May in each year every peddler might be temporarily in two or three counties, towns, cities and villages. What would be said of a law which should require an assessment of the value of the entire number of horses and wagons, and of the entire value of the merchandise as a whole, and require the distribution of such assessed value to the different towns, counties, cities, and villages through which any of them happened to travel on the first day of May, in proportion of the length of their journeys on that day to the whole length of their routes? The supposed cases are not more absurd than the act of the General Assembly under consideration.

The rolling stock on four different lines was combined and assessed as a whole. The main line has its termini at Chi-

cago and St. Louis, two large cities, and the others traverse comparatively unsettled portions of the country. No difference is made in the distribution of the assessed value, whether or not there is a station in the county, town or village, nor whether one or 500 cars per day pass over the road through these municipalities. The cars used for the transportation of freight are about forty times the number of those used for the transportation of passengers. That is to say, the Company has about 2,000 cars for the transportation of freight to 50 cars for the transportation of passengers.

A reference to the sums distributed to each county shows conclusively that the distribution was not made so as to correspond with the business transacted in the several counties. As, for instance, Cook county, for a distance of 26 miles and a fraction, receives but a trifle more than Pike county for a distance of 23 miles and a fraction, while in the former county it would be safe to assume forty times more business is transacted than in the latter county.

No further evidence is required of the injustice of subjecting property to local taxation not within the jurisdiction of the body imposing the same.

We think the appellants' counsel is hasty in expressing the opinion that the act relating to the assessment of rolling stock has been repeatedly sustained by the Supreme Court of the State of Illinois. The cases cited by him do not sustain his position. It is contended that it is not equitable that the personal property of a corporation should be assessed in the county and town of its principal office. We do not perceive the force of the objection. In all cases the great majority of the amount of money used to build and equip a railroad is furnished in the city where its home office exists. Before the stockholders invest their money in building a road, taxes are paid on the money in the county where they reside. There is no equitable reason why a remote county from the home office, which has never contributed anything towards building or equipping the road should

have the benefit of taxation derived from rolling-stock which it never helped to secure, and which is scarcely ever within its territorial limits. For this reason, no better rule can be suggested than the common law rule of taxing at the domicil of the owner. But if a different rule were desirable, so as to give the different counties, towns, cities and villages on the line of the road the right to a share of the tax upon rolling-stock, we would suggest one more in harmony with the principles of equity.

An assessment made in proportion to the actual car mileage in each county, city or village, during the year would certainly give to those municipalities all to which they could be entitled. Thus, if upon the whole road, the mileage of cars was 1,000,000 miles per year, and 100,000 miles of that were run in Cook county, and 5,000 miles in Pike county, the proportion which Cook county would receive would be twenty times as great as that paid to Pike county, although the distance of line in each county is about equal. Such a mode would more nearly approach to the principle of uniformity and proportion required by the constitution of the State of Illinois than is attainable under the system of dividing in proportion to the length of the combined lines. It is not, however, for us to devise modes of taxation. We simply say that the present mode is not warranted by the constitution and laws of the State.

It is, however, claimed that notwithstanding all the local taxes, excepting those for Cook county, have been illegally assessed, still the defendant corporation should pay taxes upon its own estimate of the value of its right of way, main track, second track, side track, and turnouts in the different counties and upon its rolling stock. The natural sovereigns of the State return their lands and property at such values as they respectively estimate them worth. In some counties they are returned at much higher values than in others.

The proceedings of the Board of Equalization (page 64) show that deductions from the value of lands, lots, and per-

sonal property, as returned by the owners, of from forty to fifty per cent. were made from the valuations returned by the owners, in order to equalize the value of the property of one person with that of another. More than three-fourths of all the values returned by the sovereigns or grangers were reduced in order to produce a proper valuation for taxation.

If a granger values his lands or property at a greater value than the average, the valuation is reduced, and if he underestimates his lands or other property, the value is increased so as to make a uniform value. The counsel for the State claim that railroad corporations have no such rights; that they must pay upon their estimated values without any equalization. If the estimated values by a railroad company upon one species of property is higher than it should be, it is claimed that the corporation is concluded by the estimate; but if in the same return another species of property is estimated lower than it should be, the board may add to the estimated value. In other words, uniformity and equality for grangers is proper, but not for corporations. Rules for corporations are claimed to be not applicable to natural persons. The *parens patriæ* of the grangers, after having equalized the value of their property, deducted 40 per cent. of the equalized value, leaving only 60 per cent. of such value as a basis of taxation. The counsel for the State claim that a railroad company is not entitled to have any such deduction. It must either pay taxes on an illegal assessment, and largely in excess of what its taxes would have been if a legal assessment had been made, or it must pay taxes upon an estimated value, without any legal assessment whatever.

It will be found that different railway companies estimated the value of their properties as differently as farmers estimated the value of their properties. The farmers were entitled to have their estimate equalized, but the railway company, if it estimated its property at a greater value than

other railroad companies estimated their properties, was not entitled to any equalization. Each company must stand by its own estimation. The counsel for the State claim that nothing should be deducted from estimations made by a railroad company; in short, that railroad companies should be required to pay taxes upon their respective valuations of their property, without any equalization whatever. The statement of the proposition furnishes a sufficient answer thereto.

Again, it is said that the defendant corporation should pay the State taxes upon the right of way, main track, second and side tracks, turnouts, and rolling stock, for the reason that it is not injured by the illegal assessment, so far as the State taxes are concerned. If the law under which the taxes were assessed is so far a violation of the constitution of the State as to render the law invalid, the entire assessment is illegal and void; no taxes can be levied or collected thereon, and it would have been a breach of trust for the defendant corporation to have paid any such illegal taxes.

The rule relative to the invalidity of an entire statute when parts of it are unconstitutional, is well stated in Mr. Cooley's work on "Constitutional Limitations," page 178. He says:

"If a statute attempts to accomplish two or more ob-
"jects, and is void as to one, it may still be in every respect
"complete and valid as to the other. But if its purpose is
"to accomplish a single object only, and some of its pro-
"visions are void, the whole must fail unless sufficient
"remains to effect the object without the aid of the invalid
"portion. And if they are so mutually connected with
"and dependent on each other, as conditions, considera-
"tions, or compensations for each other, as to warrant the
"belief that the Legislature intended them as a whole, and
"if all could not be carried into effect, the Legislature
"would not pass the residue independently, then if some
"parts are unconstitutional, all the provisions which are

" thus dependent, conditional, or connected must fall with " them."

The revenue act of 1872 was designed to provide a complete system for the taxation of all the property within the State justly subject thereto. The Legislature, in passing the act, intended to subject all property to taxation, in conformity with the constitutional requirements. It cannot be supposed that the Legislature would have passed an act to exempt the right of way, main track, second track, side track, turnouts, the improvements upon the right of way, and the rolling stock of railroad companies from taxation; and as it appears that these provisions of the law must fail, so far as local taxation is concerned, it is very clear that they must be held a nullity so far as they relate to State taxes.

It has been suggested that no particular injustice has been done by these illegal assessments, for the reason that if the property had been assessed in municipalities having jurisdiction of the same, the taxes might have been as large as they are under illegal and unconstitutional assessments. The same argument was made in this Court in the case of Morgan *vs.* Parham, 16 Wallace, 471, where it was urged by counsel that a vessel ought to pay an illegal tax in the State of Alabama because she had not been assessed and paid a legal tax in the city of New York, where the vessel should have been properly assessed and taxed, but the suggestion was promptly disposed of by this Court. It would be a violation of every principle of law and justice to give force to illegal and unconstitutional assessments, for the reason that they are no larger than they would have been had they been made in accordance with the constitution and laws of the State. At least twenty-one of the counties traversed by the line of the road of the defendant corporation had no jurisdiction of the property which they assessed and taxed; and if the fact that legal taxes, properly assessed, would be no greater than taxes assessed in violation of law, is a sufficient reason for

paying illegal taxes, it would be better to burn up our books relative to what constitutes legal and illegal taxation, and ascertain in the first instance what a particular individual should be required to pay, and then compel him to pay the sum without regard to the law of the land. The tax-payer has a right to have the sum exacted from him applied towards the extinguishment of the debt of the proper municipality in the hope of its ultimate extinguishment. As, for example, a tax-payer of the city of Washington may hope that the sums exacted from him year after year, will ultimately extinguish the indebtedness of that corporation. He finds, however, that he has been taxed in the cities of Alexandria, Baltimore and New York, for property never in either of those places, and he is told that he has no remedy against illegal taxation imposed by these cities, because his entire taxes do not amount to any more in the aggregate than they would if they had been assessed and levied in the city of Washington. The tax-payer replies that the cities of New York, Baltimore, and Alexandria had no jurisdiction over his property for purposes of taxation, but counsel reply to him that the fact of jurisdiction is not material so long as he is not required to pay any more than he would have been required to pay had the tax been leved by a tribunal having jurisdiction. The same argument might be adduced to any one charged with crime. The party charged denies the jurisdiction of the court to try him, but the court in reply says: "That is not material. You are guilty and ought to be punished, and although the court has no jurisdiction it will proceed to sentence you as justice requires. You cannot complain so long as the punishment is not greater than would be imposed by a court having jurisdiction."

The suggestion, however, that there would be no injustice to the defendant corporation is answered by the table, submitted as a part of the brief of Mr. Jackson and myself.

The taxes of some counties are four times more than they are in others, and the taxes of the different towns, counties, cities, and villages, vary from five to one or two hundred per cent.

Taxation of Capital Stock and Franchises.

I do not desire to characterize the proceedings of the State Board of Equalization by any epithetical expressions, but simply wish to state its action as it appears from its own official record of proceedings; and, if it is not sufficient to satisfy every unprejudiced mind of the infamy of the results to which it arrived, no statement in the English language can accomplish that object. The State Board not only assessed the defendant corporation for its capital stock and indebtedness, but also assessed it for the fair cash value of the capital stock as ascertained by it of two other corporations, to wit, the St. Louis, Jacksonville and Chicago Railroad Company and the Joliet and Chicago Railroad Company.

The counsel for the State deny this proposition; but, by reference to page 80 of the proceedings of the board, it will appear that the capital stock and debt, as equalized by the aggregate assessment of the State, (by deducting 40 per cent. of the market or actual value of the Chicago and Alton Railroad Company,) was $11,200,320; of the St. Louis, Jacksonville, and Chicago Railroad Company was $1,590,501; of the Joliet and Chicago Railroad Company was $404,058. These added together make the sum of $13,194,879, from which sum was deducted $5,565,050, (the assessed value of the tangible property,) leaving the sum of $7,629,829 as the assessed and equalized value of the capital stock of the several corporations mentioned, being the excess of such equalized value of the capital stock and debt of the said several corporations over and above the equalized value of the tangible property of the same. This sum of

$7,629,829 was distributed to the several counties traversed by the road in the manner shown on page 82 of the proceedings of the board, in which it is expressly stated that the said sum of $7,629,829 includes the capital stock and indebtedness of the Alton and St. Louis Railroad Company, the St. Louis, Jackson, and Chicago Railroad Company, and the Joliet and Chicago Railroad Company. The aggregate sum distributed shows conclusively that the sum last mentioned was distributed to the several counties.

I shall consider hereafter the propriety of the rule taxing the capital stock and franchises of the Chicago and Alton Railroad Company; but can the counsel for the State suggest any rule by which the capital stock and franchises of the St. Louis, Jacksonville and Chicago Railroad Company, and the Joliet and Chicago Railroad Company, should be included in the assessment against the Chicago and Alton Railroad Company. The Attorney General of Illinois, in his printed brief, practically concedes the error of the State board in this respect, and that $1,994,559 has been assessed to the Chicago and Alton Railroad Company for the capital stock and franchises of other corporations.

The relations of the Alton and St. Louis Railroad Company, the St. Louis, Jacksonville and Chicago Railroad Company, and the Joliet and Chicago Railroad Company, to the Chicago and Alton Railroad Company, are shown by the respective leases of the former companies to the latter, given in evidence and specially referred to. The former companies have leased their right of way, superstructure, stations, and other tangible property to the Chicago and Alton Railroad Company for a stipulated rent in each case, the Chicago and Alton Railroad Company undertaking to pay the taxes assessed upon the demised property, but not undertaking in any manner whatever to pay taxes upon the capital stock or franchises of the respective lessor corporations.

In pursuance of the leases referred to, the Chicago and Alton Railroad Company listed for taxation the right of way, main track, second and side tracks and turnouts, and all stations and improvements upon which it was required to pay taxes. All of the property thus listed is assessed as the tangible property of the Chicago and Alton Railroad Company. As we have seen the State Board of Equalization assessed the Chicago and Alton Railroad Company, in addition to what it was required to pay, the sum of $1,994,559 for the capital stock and franchises of corporations of which it had leased certain property, upon the principle that, if a corporation leases property from another corporation, it must pay all taxes assessed against the lessor, not only upon the property demised, but upon all property which the lessor may have of any description. This is upon the principle that if I rent a house and agree to pay taxes upon the same, the State Board might tax me for the property of my lessor, independent of the property leased to me. The absurdity of such a rule is practically conceded by the Attorney General of Illinois, and he modestly asks the Court to deduct the sums thus illegally included in the assessment and have the residue stand as a valid assessment; and this concession requires a consideration of the residue of the assessment, in order to ascertain whether it was made in accordance with the constitution of the State.

First, it will be proper to state what was actually done. The Chicago and Alton Railroad Company returned its nominal capital stock at the sum of $11,355,300. In this return it stated to the Board of Equalization that the market value of a limited number of shares was about par; that the actual value was unknown. This was all the information that the railroad company could furnish. The entire number of shares had never been put upon the market for sale in one day, and the actual value was merely a matter of speculation. Upon this evidence, and upon no other, the Board

of Equalization assumed that the market value of the capital stock was $11,355,300. It was stated in argument that there was a stipulation in the case admitting that the sum named was the market value of the stock. The counsel making the assertion was mistaken. There is no such stipulation in the case. The board then added to the assumed market value of the capital stock, $7,311,900, (the bond indebtedness of the corporation,) making the supposed value of paid-up capital stock and debt, as determined by the State Board, $18,667,200. From this assumed aggregate value of $18,667,200 the Board deducted forty per cent., in order to place this property upon an equality with other property, leaving $11,200,320, and then deducted the tangible property, and called the residue the value of the capital and franchises. In order that there may be no misapprehension upon the subject, I desire to state that the counsel for the State are entirely mistaken in the assertion that any property of the company was not required to be assessed as a part of its tangible property. If any property was omitted by mistake, the rule was not changed by any such omission.

The right of way and improvements thereon, including fencing, main track, second track, side track, turnouts, all grading, ballasting, bridging, and every other species of property upon the right of way, was asssessed. The rolling stock of the company was also assessed; the lands and lots of the company, outside of the right of way, were asssed; its materials and tools for repairs were assessed; its moneys, credits, and other property of every description were also assessed. The entire property of the company, of every name, nature, and description whatsoever, was required to be assessed and taxed as a part of the tangible property of the corporation. It may be that some portions of the property of the company were not thus taxed, as required by the law, but if there were any such portions of the property not taxed, they were probably omitted for the reason that they were considered of no value; but if they were of value,

and were accidentally omitted, it would furnish no reason for changing the rule of taxation. The property, if any such exists, which was overlooked in listing the property, may be included in a list for a subsequent year, and thus be required to pay its proportionate revenues; but no one will pretend that a different rule of taxation should be adopted, because a portion of the property of a citizen is accidentally omitted.

It was said in argument that the lease-hold interest of the Chicago and Alton Railroad Company in the St. Louis, Jacksonville, and Chicago Railroad, the Alton and St. Louis Railroad, and the Joliet and Chicago Railroad, were of great value, and that these items of property had been omitted in the taxation imposed upon the Chicago and Alton Railroad Company. These alleged items are omitted, but there is no evidence that they are of any value to the Chicago and Alton Railroad Company. The Chicago and Alton Railroad Company pays a stipulated rental for the use of the property of these several corporations. I have the same right to assume that the use is not worth the rental paid, as the counsel of the State has to assume that the use is worth more than the rental, and I would be justified in my assumption, for the reason that some of the leases provide for a rental in proportion to gross earnings, and the net earnings have never equaled the minimum amount of rental guaranteed. We then have a case in which all the property of the company, real, personal, and mixed, is required to be assessed and taxed, and has been actually taxed, and also a law requiring the taxation of the value of the franchises and privileges of the company over and above its corporeal property of every description. I admit that a company may have a property in its franchises and privileges; that such property may be taxed, but it must be assessed and taxed in accordance with some rule adapted to ascertain the value of the property, or the tax must be of the nature of an excise.

The rule of the Board of Equalization is unmistakable in its meaning, but the objection to it is that it is not adapted to produce the result required by the constitution, or the law under which the Board acted. It is undoubtedly true that all rules for taxation in their results sometimes work hardships. It is not possible to adopt any general rule which will in all cases produce the exact result desired. The rule may be correct, but its application to every variety of circumstances may not always produce a satisfactory result. A tailor may not be able to make a coat to fit every customer by his rule, but a rule by which he could not fit any customer would certainly not be a very appropriate one. The difficulty with the rule of the Board of Equalization is, that it will not fit any state of circumstances. No possible case can be suggested or imagined to which the rule can be applied, and by it ascertain the value of a franchise over and above the tangible property. A cord of wood, a mule, and a patent-right, are of different values, but a combination of these different values does not represent an average value of each. So a combination of the paid-up capital of a corporation and its indebtedness does not represent the value of its franchise over and above its property, and can never, under any circumstances, do so. I admit that the franchise may be of value over and above the tangible property, but the question is, how shall such value be arrived at. The exclusive right of a ferry across the Mississippi river to and from St. Louis for a distance of ten miles either way from the landings might be of great value above the tangible property consisting of boats, but how is such value to be ascertained? The value, it is admitted, consists in the capacity of the company to earn money. The Mississippi river may have been dredged so as to afford a better passage for boats. Other things of no particular value in themselves may have been done in order to facilitate the transaction of business. Large expenditures are frequently incurred, of no value whatever excepting so far as they afford additional facili-

ties for the transaction of business. The question in all cases is, taking all these things into consideration, what is the capacity of the corporation for transacting business? A telegraph company may have established its lines between two large cities. The value of the poles, insulators, wires, and instruments are comparatively insignificant, but by means of them the company has a capacity to transact business, which is, or may be, very profitable. This capacity to transact business may be valued by results attendant upon its exercise, but the capacity is neither increased nor diminished by its indebtedness.

A railway company may have constructed a tunnel through a mountain at a large cost. The value of the tunnel, excepting as it furnishes railway facilities for transacting business, is nothing, but by means of it the company has a capacity to transact a large amount of business, and it is not perceived that the capacity of the company, in this respect, is increased or diminished, by the fact that it is, or is not, in debt for the cost of the tunnel. To pursue the subject further, we will suppose the actual value of the tunnel to be assessed for taxation, and that the assessed value is conclusive upon both parties as the real value. Now suppose besides the actual value, thus assessed and agreed upon, and upon which the company is required to pay taxes, it is claimed that its capacity to transact business should be assessed, for the reason that by the tunnel the company is enabled to transport a larger amount of freight and a greater number of passengers, at less expense, and in a shorter space of time. If, after paying a tax upon the tunnel as property, upon a valuation, the State claims a further tax, it certainly cannot claim the same as a tax upon property by valuation.

The tax may be levied, for the reason that an increased capacity of the company will produce to it a larger revenue, but a tax upon the expense of acquiring the capacity would be absurd. Illustrations will demonstrate that the rule adopted by the Board of Equalization, introduced an ele-

ment so entirely foreign from the subject matter as inevitably to produce an incorrect result.

Let us suppose a corporation, organized under the general law of the State of Illinois, with a nominal capital of $1,000,000; and that it has all been paid in. The company would then have $1,000,000 of tangible property. Suppose the company should borrow, in addition to its capital, a million of dollars, and give its obligations therefor, it would then have two millions of dollars of tangible property and a capital stock of one million of dollars. Now, suppose the Board of Equalization deducts forty per cent. of the paid up capital, in order to equalize it with other property in the State, and it also deducts forty per cent. of the value of the tangible property for the same purpose, leaving the capital stock assessed at the value of $600,000, and the tangible property assessed at the value of $1,200,000. Now, if we apply the rule of the State Board of Equalization, we add a million of dollars of indebtedness to the assessed value of the capital stock, making a total of $1,600,000, and we deduct the assessed value of the tangible property, $1,200,000, leaving the value of the franchise, over and above the tangible property, at $400,000, which franchise can be obtained, any day, for the modest sum of $4.50.

The foregoing illustration is made upon the hypothesis that the company has its entire assets, without loss, diminution, or depreciation; but such instances are rare in railway enterprises in the Western States. Of fifty-eight railways in the State of Illinois, only five are able to pay a dividend. The anticipations of the projectors of these enterprises have not been realized, and the result is, in most instances—indeed, I might say, relative to all railway corporations, in the State of Illinois, that the indebtedness of such corporations far exceeds the value of their tangible properties. The original paid up capital has not only been impaired, but a large proportion of the indebtedness is not represented by any actual value of the property of the corporation.

The State Board did not follow its own rule relative to ascertaining the market or fair cash value of indebtedness of corporations. In every instance, so far as I have examined, it added the nominal amount of debt of the corporation to the assumed value of its capital stock, and deducted from the combined amount forty per cent. The conclusion to which the board arrived was that the franchise of a corporation having sufficient assets to pay its debts and repay its shareholders the amount of capital paid in, and no more, was in all cases worthless. If we assume this conclusion as correct and adopt it as a basis upon which to ascertain the value of franchises of other corporations, we may be able to appreciate the adaptation of the rule to accomplish the end sought.

It would seem, that a corporation not having sufficient means to pay its debts, and repay to its shareholders the sums contributed by them towards the capital, could not have as valuable a franchise as one having larger means, but according to the rule of the State Board just so far as the assets of a corporation are dimmished, the value of its franchise is enhanced. As for example, a corporation has a—

Capital stock of (market value)	$1,000,000
It borrows and owes	1,000,000
Making	$2,000,000
It has tangible property	$2,000,000
Value of franchise	$0,000,000

If a corporation has a capital stock (market value)	$1,000,000
and it borrows and owes	1,000,000
Making	2,000,000
And its tangible property is worth	1,500,000
Its franchise would be worth	500,000

But if its capital stock is worth	1,000,000
and it borrows and owes	1,000,000
Making	2,000,000
And its tangible property is worth	1,000,000
Its franchise would be worth	1,000,000
If its capital stock is worth	0,000,000
and it borrows and owes	1,000,000
Making	1,000,000
And its tangible property is worth	750,000
Its franchise would be worth	250,000
But if its capital stock is worth	0,000,000
and it borrows and owes	1,000,000
Making	1,000,000
And it has no tangible property	0,000,000
Its franchise would be worth	1,000,000

It may be claimed that I have not, in the illustrations given, properly ascertained the fair cash or market value of the debts of the corporation. The fair cash value of the capital stock is to be ascertained from the return of the railroad company, or from newspaper articles, or from stock lists, or from resolutions of political conventions, or from circulars issued by granger committees, or from other like sources, or from the enlightened judgment of men having no information upon the subject. Having ascertained the fair cash or market value of the capital stock from these sources, the rule of the Board required that the fair cash value of the debt should be added thereto—not for the purpose of taxation, but solely as a means of arriving at the value of capital stock and franchise.

The value of the indebtedness of a corporation in the market does not necessarily depend upon the ability of the corporation to pay the same, but upon the ability of the creditor to compel payment. In exceptional cases, the ability of the creditor to compel payment may be limited to the tangible property of the debtor, but such instances rarely occur.

If the constitution of Illinois authorizes an assessment of franchises by valuation, it is very clear that the means to be employed in making such an assessment should be appropriate to accomplish the end sought. The means should be adapted to produce the result desired with reasonable certainty, equality and uniformity. It is not sufficient for the Board to employ means by which accidentally a correct conclusion in a supposable case may be reached. The rule to be adopted should not only be adapted to accomplish the end; but, taking into consideration the great variety of circumstances to which it must be applied, it should be such a rule as to produce a result as nearly accurate as rules ordinarily suggested by human wisdom and experience are capable of producing.

The result required should not only be reasonably certain, but equal and uniform relative to all corporations, as nearly as practicable. The fair cash value of the capital stock of a corporation may be ascertained from the market value of its shares, if they are for sale in the market. A value thus ascertained may not be the actual value, but for practical purposes it may be treated as such. Stocks may sell at par and be entirely worthless, but the sum for which the shares of stock might have been sold in market on the first day of May should be considered as the value at that time. The entire number of shares of a corporation have never in the history of the world been offered for sale in market at one time; but should they be so offered, and from speculative or other causes bring a greater or less price, the sum obtained may be considered as the mar-

ket value at the time of the sale. The value of the tangible property of the corporation may be estimated and deducted from the value of the capital stock without difficulty, and by the process we obtain the value, if any, of the capital stock over and above the tangible property; but such value would not represent the capacity of the company to earn money; still, if the value of the capital stock was in fact in excess of the value of the tangible property, it might be claimed that the company should be assessed for such value for purposes of taxation. But when the board undertook to appraise the value of the indebtedness of corporations, and added the appraised value of such indebtedness to the market value of the stock in order to produce the actual value of the capital stock, it introduced an element for ascertaining that value not appropriate to accomplish the end sought.

At least the nominal amount of indebtedness must, under the rule, be added in all cases, unless upon an appraisal it is ascertained not to have that value. In order properly to make an appraisal the Board should ascertain whether shareholders are individually liable to creditors of the corporation, and, relative to their pecuniary ability, to respond to the claims of creditors; they should also ascertain the amount of indebtedness for current expenses, and the facilities of the corporation for renewing and carrying the same; the extent of the obligations of the corporation as security and guarantor for other parties, and the value of the collaterals held by the company; its present and future financial prospects, and I might enumerate an almost infinite number and endless variety of facts which should be ascertained in order to determine the value of the indebtedness of a corporation exclusive of obligations for current expenses. The information could not be derived from sales in market, but must be obtained from an inspection of the affairs of each company. It would also be necessary to ascertain if any creditors had the ability to compel payment from sources other than the tangible property, and, after all these facts were ascertained,

it is not claimed that the value of the indebtedness would be subject to taxation, but that such estimated value should be added to the market value of the capital stock in order to arrive at its real value. The law provides no mode for acquiring information necessary to make an appraisal of the value of indebtedness; and it will be perceived that any omission or inaccurate statement would make an appraisal erroneous, and if a like error were made in a controversy between individuals the appraisal would be set aside on account of such mistake.

Further enumeration of details, to show the absurdity of making an appraisal of the fair cash value of indebtedness is unnecessary. The rule of the State Board practically requires the nominal debt of a corporation in all cases to be added to the market value of the capital stock in order to arrive at the value of the franchise.

The absurdity of the rule of the State Board is shown by the value placed upon the capital stock of the Joliet and Chicago Railroad Company, having a capital of $1,500,000, and a guarantee of the Chicago and Alton Railroad Company to pay its shareholders a seven per cent. annual dividend. The Chicago and Alton Railroad Company is required to pay all the indebtedness of the Joliet and Chicago company, so that it has, free from debt, a capital stock of $1,500,000, producing a revenue of seven per cent. per annum, guaranteed and amply secured. The rule of the Board makes this stock worth $404,058.

Another remarkable feature of the rule adopted by the Board is, that it does not take into consideration the obligations of the debtor corporation aside from its bonded indebtedness. As, for example, the Chicago and Alton Railroad Company is not only required to pay to the Joliet and Chicago Railroad Company a large annual rental, but is also required to pay the St. Louis, Jacksonville and Chicago Railroad Company, and the Louisiana and Missouri River Railroad Company large rentals. A portion of the capital stock

and all of the indebtedness of the St. Louis, Jacksonville and Chicago Railroad Company is guaranteed by the Chicago and Alton Railroad Company. By the rule of the State Board this fact neither adds to the property of the St. Louis, Jacksonville and Chicago company, nor diminishes the property of the Chicago and Alton Company.

The conclusion of the State Board relative to the depreciation of stock by reason of bonded indebtedness are and must be a mere speculation, not based upon any data before it. Certainly, the constitution of Illinois never authorized the assessment of franchises by valuation upon any such basis. The framers of the constitution evidently understood the difficulty of assessing franchises as property, and, therefore, provided that all tangible property of corporations should be assessed by valuation; but toll-bridges, ferries, insurance, telegraph, and express interests or business, and persons exercising privileges, and having an intangible property in such privileges, might be subjected to an excise tax by general law, uniform as to the class upon which it should operate. The scope of the provision relative to subjecting intangible properties to an excise tax, shows that it was designed to subject every species of intangible property to taxation in the same manner. Inn-keepers, grocery keepers, liquor dealers, auctioneers, brokers, etc., may have a valuable property in the good-will of their business, subject to taxation by an excise tax, but it is very evident that the framers of the constitution did not intend to subject this species of property to taxation by valuation. So corporations may have a valuable property in their privileges and franchises, and the framers of the constitution intended that their property of this description should be subject to taxation in the same manner as the property of natural persons having franchises or privileges.

If an individual owned a ferry or a toll-bridge, with the right to collect tolls, no one will pretend that such right could be assessed as property; and it seems to me that a cor-

poration owning the same property is not subject to taxation in a different manner. If corporations and natural persons are alike subject to taxation, it is evident that the tax should be imposed upon each of them in the same manner. To establish one rule for taxing natural persons and another rule for taxing artificial persons would be in direct violation of the Constitution. It is not claimed, and cannot be asserted, that the taxation upon corporations in the case under consideration is an excise tax, and it is unnecessary to discuss the assential requisites of such a tax in the present case.

Portions of the right of way listed and assessed as such, and also listed and assessed as land and lots.

The 46th section of the revenue act provides that all real estate, including the stations and other buildings and structures thereon, other than those denominated "railroad track," belonging to any railroad, shall be listed as lands and lots (as the case may be) in the county, town, village, district, or city, where the same may be located. The assessment of lands and lots is required to be made by town assessors in counties organized under the township organization law, and by county assessors in other counties. These assessments are returned to the county board of equalization, and after being reviewed by that body are certified to the State Board of Equalization, in order that it may equalize the assessed value of property between the different counties in the State. The lands and lots thus to be asssessed by the town or county assessors, are outside the right of way, and are property which the State Board of Equalization has no right to assess. On the other hand, the right of way, with the stations and improvements thereon, is required to be assessed by the State Board of Equalization, and the town and county assessors have no authority to assess the same for any purpose whatever. It will readily be perceived that there must be a boundary line between

the lands and lots embraced in the right of way and those lying outside of the same. The charter of the defendant corporation does not prescribe the width of its right of way. The State Board assessed 6,563.4 acres as the area of such right of way. The length of this right of way is 547 miles 744 feet, giving an average width of $98\frac{96}{100}$ feet, which is a little less than the Attorney General of the State thought was reasonable.

The charters of nearly all of the railway companies of Illinois are allowed for right of way 100 feet in width, and such number of additional feet as are actually used by companies for that purpose. No more satisfactory boundary line between lands to be assessed by the State Board of Equalization and by town or county assessors can be suggested. It has the approval of the Auditor of Public Accounts and of the Attorney General of the State. The railway companies are required to make returns, describing their right of way, to the county clerks in the month of May of each year. After these returns are made, it is very easy for town or county assessors to ascertain whether the railway companies claim more than a hundred feet in width for right of way, and if such claim is asserted, to ascertain, by personal inspection, whether the additional width claimed is actually used as a right of way. As for example, look at map A, drawn upon a scale of eighty feet to the inch, showing the right of way and tracks in East St. Louis. It is evident, from an examination of the map, that all the lands owned by the company are actually used as a roadway for the purpose of passing and repassing over the same. Of course, there are proper passage-ways alongside of the tracks to enable persons to reach freight and passenger cars and depots for the transaction of necessary business without passing over the tracks, but other than these passage-ways there is not a foot of land unoccupied by tracks. The improvements upon these lands should undoubtedly be assessed by the Board of Equalization, but neither town nor

county assessor has any authority to assess any part of these lands or improvements thereon. The entire property was assessed by the State Board of Equalization as right of way, and the entire property was also assessed by the county assessor as lands and lots, and taxes were levied upon both assessments. (See pages 106 and 107 of the printed record.)

The property shown upon map B, being a part of the city of Alton, is a little differently situated. The map is drawn upon a scale of two hundred feet to the inch, and it will be perceived that the width of the right of way does not, except in one instance, exceed one hundred feet. For nearly the entire distance, shown upon this map, the right of way is much less than 100 feet. The entire property was assessed by the Board of Equalization as right of way, and was also assessed by the county assessor as lands and lots, and taxes were levied upon both assessments. If the county assessor considered that any portion of block 27, in Hunter & Russell's addition, should be assessed as lands and lots, he should have given notice to the company that its claim for right of way was of greater width than he could allow, and have excluded from his assessment such portion of the lands as in his judgment was necessary for right of way, and assessed the residue. Instead of so doing, he assessed as a whole all the property of the company in block 27, together with a large number of other lots included in the right of way as lands and lots, making no assessment whatever for each lot. If the Court should be of opinion that any portion of block 27 should have been excluded from the right of way, it has no means of making an assessment of such portion without making one *de novo*.

The same remarks are applicable to property in Alton, shown upon map C.

An examination of the several maps filed will show the same irregularities. The town or county assessor has in every instance assessed the entire property as lands and lots, leaving nothing for right of way, and the State Board has also

in every instance assessed the same property as right of way. An examination of these maps without explanation might create a suspicion that some parcels assessed as right of way should have been assessed as lands and lots, but the tax upon those parcels is insignificant in amount, probably not exceeding $20. A more careful investigation might render it doubtful whether the company had any right to claim that certain parcels were a portion of its right of way. But there is nothing in the record to enable the Court to distinguish the use of one parcel from the use of others so as to determine that any parcel should not have been listed and assessed as right of way. So far as the assessment made by the State Board only includes 100 feet in width, it is very clear that the town or county assessor had no authority to assess the same 100 feet as lands and lots; and as to the extra width contiguous to the 100 feet, it was the duty of the appellants to have shown that it was not used as a part of right of way. The sworn returns of the officers of the company are that such extra width was used as a part of the right of way, and their return should be held correct until they are notified that the claim is excessive and the excess shown.

It was said by the Attorney General that the court will presume that the town and county assessors properly discharged their duties; a like presumption should be made relative to the sworn returns of the officers of the company and the action of the State Board of Equalization. We find that the State Board assessed the property as right of way in accordance with the sworn returns of the officers of the company, and such assessment must be deemed correct until the contrary is shown. While the taxes upon lands outside of the 100 feet in width are comparatively insignificant, the double assessment upon the 100 feet is large, and the taxes levied upon these double assessments are by no means inconsiderable. The court below did not deem it necessary to make an examination of every lot, block, and

parcel of land claimed as right of way exceeding 100 feet in width, for the reason that no practical benefit could result from such an examination. It was held to be the duty of the State Board to assess a proper width of land and lots as right of way, and it having made an assessment of such width as it deemed proper for the purpose, the action of the State Board could not be questioned without showing that, in this respect, it had exceeded its authority.

Finally it is claimed that the questions involved in the case under consideration, have been decided by the Supreme Court of the State of Illinois, and that these decisions must be followed, in accordance with an established rule of the court, to echo uncertain utterances of State tribunals in cases of this description.

The exactions sought to be made by means of the illegal assessments set forth in the bill, are prohibited by the Constitution of the United States. The Fourteenth amendment provides "*that no State shall deprive any person of life, lib-*
"*erty or property, without due process of law.*"

The provision against depriving persons of their property without due process of law was contained in the old Constitution. Its meaning is well explained by the Court in the case of the Bank of Columbia against Oakley, 4 Wheaton, 244, in which the Court say:

"It was intended to secure the individual from the arbi-
"trary exercise of the powers of government unrestrained
"by the established principles of private right and distribu-
"tive justice."

It forbids all acts in violation of the fundamental law of government. Argument is unnecessary to demonstrate that an exaction in violation of the constitution and of natural right, under the form of law, is an arbitrary one. The meaning of the words "due process of law" has become historical.

Originally the words were used relative to exactions made by the crown, without authority of law, and in violation of the constitutional rights of the subject. The Fourteenth amendment prohibits States from making these exactions in any manner whatever. They are not allowed to be made under color of legislative power, nor by judicial construction of its courts, nor by the acts of its officers, with or without legislative or judicial sanction. Certain acts are prohibited, and every means by which those acts may be accomplished are included in the prohibition. The provision of the old Constitution was not designed as a limitation upon State governments in reference to their own citizens, but as a restriction upon the Federal power.

Barron *vs.* City of Baltimore, 7 Peters, 243.
Fox *vs.* Ohio, 5 How., 434.
Withers *vs.* Buckley, 20 How., 90.
Smith *vs.* Maryland, 18 How., 76.

Experience demonstrated that the protection of the Federal Government was necessary to secure citizens against the arbitrary acts of State governments, and, for that purpose, the Fourteenth amendment of the Federal Constitution provided that "no State shall deprive any person of life, liberty, or property without due process of law." The levy and collection of a tax deprives persons of their property, and if done in violation of the fundamental law of the State, the act is clearly within the prohibition of the Federal Constitution.

State constitutions, statutes, and laws are construed and expounded by the Federal courts according to their own judgment, in all cases where it is necessary to determine whether a right secured by the Constitution of the United States has been violated. The decisions of the courts of the State in such cases are not a rule governing the Federal courts.

The right of a party asserting the invalidity of a State

constitution or statute must, in the first instance, be judicially ascertained. If the right claimed arises from the constitution of the State, or from a previous statute, the constitution or statute must be construed by the Federal court to ascertain whether the party has the right which he asserts. The cases of—

Jefferson Bank *vs.* Skelly, 1 Black., 436,
The Hoboken Bridge, 1 Wall., 116,
Railroad Co. *vs.* McClure, 10 Wall., 511,

are of this description.

So where it is claimed that rights, privileges, and immunities of a citizen of a State have been denied to a citizen of another State, the Federal court must determine whether the party is entitled to the rights, privileges, or immunities claimed before it can adjudge relative to any violation complained of.

Ward *vs.* Maryland, 12 Wall., 418.
Paul *vs.* Virginia, 8 Wall., 168.
Liverpool Ins. Co. *vs.* Mass., 10 Wall., 567.
Ducat *vs.* Chicago, 10 Wall., 410.

So relative to the validity of the statutes prohibiting recovery upon promissory notes given for Confederate money, or for slaves, the Federal court will inquire and determine the right of the party before the statute was enacted, and then adjudge whether the statute complained of has impaired such right.

Delmas *vs.* Ins. Co., 14 Wall., 661.

If this Court cannot ascertain and judicially declare the rights of persons to life, liberty, and property, the provision of the Fourteenth amendment is a mere mockery.

If State courts decide that citizens have no property rights, and this Court is required to yield its judgment to such decisions, let the amendment be blotted out forever. Are all arbitrary requirements of States to be sustained be-

cause this Court is required to follow the decision of State courts? Can a State take from the citizen his property at its will without law, and in violation of the constitution of the State, and of the fundamental law of the Government, and leave him without redress in the Federal tribunal for the reason that the State has asserted that he has no rights, or that its courts have held the means by which he has been dedeprived of them are in accordance with the law of the State? I submit that this Court must construe the constitution of the State of Illinois and ascertain for itself in what manner assessments may be made and taxes collected under it. The Court must determine for itself whether the constitution of the State, properly construed, authorizes a tax upon franchises by valuation. It must ascertain whether the assessments under consideration are in violation of the provisions of the fundamental law of the State, and if it shall in its own judgment arrive at that conclusion it must so declare. If the assessments are a confiscation of the property of the defendant corporation the Court is required by the Fourteenth amendment of the Federal Constitution to declare them void.

The power of States to confiscate property under the pretence of taxation is one that should be strictly guarded. So long as the State and its authorities confine themselves to the levy of taxes upon principles prescribed for their guidance by their own fundamental law, the Federal court should interfere with hesitation; but they should declare that thus far you may go and no further. The State constitution requires uniformity of taxation between all classes of persons, whether natural or artificial, resident or non-resident, and so long as uniformity is maintained taxation may be made to any extent that the State government deems just; but when a State violates the principle of uniformity prescribed by its constitution, by taxing the property of non-residents at greater rates than that of residents, by taxing artificial persons at a greater rate than natural per-

sons, and by other modes, and the exactions become arbitrary, the parties aggrieved should have redress in the Federal courts. Parties thus asserting their acknowledged rights, admit their submission to the State power of taxation, in conformity with its constitution, and simply resist confiscation of their property by class legislation. Is it an answer to such an appeal to say that State courts have the right to construe their own constitutions and laws, and that those courts have declared that the State has not deprived the party of any right or property, and that such decisions must be followed, and the Fourteenth amendment to the Constitution of the United States held inoperative to protect the citizen against the acts of the State or its officers? Such a conclusion I trust this court will never reach.

C. BECKWITH,
Counsel for Appellees.

Mark 4. Judge Davis
9-5-78
701

Supreme Court, United States.

HENRY B. MILLER, COLLECTOR, *et al.*,
vs.
JESSUP, *et al.*
} No. 701.

Brief of P. PHILLIPS

For Appellees.

R. O. POLKINHORN, Printer, Washington, D. C.

Supreme Court, United States.

HENRY B. MILLER, COLLECTOR, *et al.*,
vs.
JESSUP, *et al.*
} No. 701.

Brief of P. PHILLIPS

For Appellees.

The appellees, citizens of the State of New York, and shareholders in the Chicago and Alton Railroad, a corporation created by the law of Illinois, filed their bill in equity against the said corporation and the present appellants.

They complain of an illegal assessment of taxes against the said corporation, in which they own 537 shares. That they applied to the Board of Directors of said corporation to institute proceedings to restrain the collection of taxes, and notified the board not to pay them—and that the board by resolution, while acknowledging the illegality of the tax, declined, for the reasons stated therein, to resist the tax or to take the action required by complainants, whereby "the cars, engines and other property of the corporation are daily in danger of being levied on by said collectors (appellants), and that they have good reason to fear that such levies will be immediately made."

The bill proffers to pay into court the taxes legally

assessed against the corporation, and prays for an injunction restraining the collectors' defendants, twenty-two in number, from collecting said taxes.

A preliminary injunction was granted, which was made perpetual, on the final hearing of the cause, and from this decree the appeal brings the cause into this court.

Jurisdiction in Equity.

The right of a shareholder to appeal to a Court of Equity, when the Directors refuse to resist an illegal imposition, is settled in the case of Dodge vs. Woolsey, 18 How., 340.

The allegation of collusion between the Directors and the shareholders, is unsupported by any evidence in the record.

It cannot be denied, that the complainants have a real interest in the controversy. The shareholders are, in fact, the owners of the corporation property, and are the real sufferers if the illegal taxation is sustained.

Their right to appear in the Circuit Court of the United States, by virtue of their citizenship, is secured to them by the Constitution of the United States.

Such a case bears no resemblance to that in which a fictitious title is transferred to a citizen of another State, to enable the real owner to sue in the Federal Court, as where a deed without any consideration is made, to enable a false grantee to bring ejectment.

The cases in which it is held that, as a general rule, equity will not entertain a bill to enjoin the collection of taxes, has no application to this proceeding, for here the complainants have no redress at law.

But this general rule has its exceptions, and one is,

that equity will take jurisdiction to prevent a multiplicity of suits.

If, therefore, the complainants had a remedy at law, he would be driven to twenty-two actions. On this ground alone the equity jurisdiction will be maintained. Dows vs. City Chicago, 11 Wall, 108.

Rule of Decision.

The judical power defined in the Constitution is vested in one Supreme Court and such inferior courts as Congress shall, from time to time, ordain and establish.

Controversies between citizens of different States is a part of this defined power.

Circuit and district courts have been ordained and established by Congress, in which original jurisdiction (except in cases affecting ambassadors, other public ministers and consuls, and those in which a State shall be a party) is fully vested.

The tribunals of the Federal Government are independent of those of the State, except in so far as Congress shall see fit to subject them to some restraint.

The case before us is a bill in equity filed in a circuit court of the United States by citizens of New York against a citizen of Illinois.

The subject of controversy arises under an act of the State passed in 1872, which provides that "the capital stock of all companies and associations created under the laws of the State shall be so valued by the State Board of Equalization as to ascertain and determine the fair cash value of such capital stock, including the franchise, over and above the assessed value of the tangible property of such company or association."

Under this act, the State Board adopted a rule by

which to ascertain the value of the capital stock and franchise, to wit: Add to the cash value of the shares the cash value of the debts of the company, and from this aggregate deduct the amount of the equalized or assessed valuation of the tangible property of the company, the amount remaining to be held as the "cash value of the capital stock, including the franchise."

This rule of valuation, which the board adopted as consonant to just principles of taxation, and as expressive of the design of the act, is alleged by the complainant, in his bill, to be oppressive and unjust; and so it was held by the chancellor who tried the case, and whose decree is here sought to be reversed.

It is strenuously insisted that this court, though agreeing with the principles on which the decree is based, is bound to reverse it, because the Supreme Court of the State has maintained the propriety of the rule adopted by the board.

We have already said that the independence of the federal courts, in the exercise of judicial power, is complete, and can only be restrained by the Federal Legislature.

In the organizing act of 1789, which established the inferior courts, in its 34th section, provides—

"That the laws of the several States, except where the Constitution, treaties, or statutes of the United States shall otherwise require or provide, shall be regarded as the rules of decision, on trials at *common law*, in courts of the United States, in cases where they apply."

It will be seen that this restriction applies only to trials at common law.

By the act of 12 July, 1862 (12 Stat., 588) it is declared "that the laws of the State in which the court shall be held, shall be the rule of decision as to the *com-*

petency of witnesses in the courts of the United States in trials at common law, in *equity* and admiralty."

Further than this, various statutes have been passed, conforming the *practice* in common law cases to the practice of the State courts.

The restriction upon the Federal courts hath this extent, no more.

We are now dealing with the action of the board, authorized by the act to adopt just rules for assessment of property; and we maintain that their determination as to what constitutes just principles of taxation, is not obligatory on the Federal tribunals, though approved by the Supreme Court of the State.

The 34th section of the judiciary act, has never been held to apply to the decisions of the State courts, upon questions of a general nature.

In Nives v. Scott, 13 How., 271, which was a bill filed to enforce a trust, it was insisted that the decision of the Supreme Court of Georgia, was obligatory on this court, as an exposition of local law, by the highest tribunal of the State.

This court denied the proposition, and held, "that wherever a case in equity may arise and be determined under the federal power of the United States, the same principles of equity must be applied to it, and it is for the courts of the United States and for this court, in the last resort, to decide what those principles are, and to apply such of them to each particular case, as they may find justly applicable thereto.

So in Russell vs. Southard, 12 How., 144, where, in equity, the question was, whether a deed absolute on its face was in reality a mortgage, it was insisted that repeated decisions of the State court, extending over a long period of time, had made a settled rule of property in

not less than twenty cases, that parol evidence is not admissible for this purpose.

This Court held the contrary, and denied their obligation to follow the decision of the State court.

In Watson v. Tarpley, 18 How., 517, an action of assumpsit was brought in the circuit court United States for Mississippi on a bill of exchange drawn by a citizen of the State on a firm in New Orleans. By the laws of the State no suit could be maintained on such an instrument until after its maturity. It was objected by the defendant that the suit could not be maintained on non-acceptance merely, and the judge so instructed the jury.

On writ of error this Court held the instruction erroneous; for while the State statutes are binding upon their domestic tribunals, and upon persons and property within their jurisdiction, it is equally clear they cannot affect, either by enlargement or diminution, the jurisdiction of courts of the United States, nor destroy or control the rights of parties to whom the right to resort to these courts has been secured by the laws and constitution. This is a position which has been frequently affirmed by the Court, and would seem to compel the general assent upon its simple enunciation.

Reference is then made by the Court to the decision in Swift v. Tyson, 16 Pet., 1, in which it is said that "it was never supposed that the 34 section of the judiciary act applied to questions of a mere general nature, not at all dependent upon local statutes or local usage of a fixed and permanent operation, as for example the construction of ordinary contracts or other written instruments, and especially to questions of commercial law; that is, to ascertain upon general reasoning and legal analogies, what is the true exposition of the contract."

The judgment of the circuit court was accordingly reversed.

Again, in Olcott v. Supervisors, 16 Wall, 678, when the question was whether a State act under which county orders were issued was a lawful exercise of constitutional power, the decision of the Supreme Court of the State, that the act was unauthorized by the constitution, was pressed upon this court as obligatory.

This was denied; the Court, through Mr. Justice Strong, saying—the decision referred to passed only on a consideration of the uses for which taxation generally might be authorized, and particularly whether the construction and maintenance of a railroad owned by a corporation is a matter of public concern; that the building of a road by a corporation, though under authority of the State, is not a matter in which the public has such an interest as to warrant taxation in its aid.

Upon this, the Court say, whether a use is public or private is a question of general law.

"The nature of taxation, what uses are public and what private, and the extent of unrestricted legislative power are matters which, like questions of commercial laws, no State Court can conclusively determine for us."

Finally, in Township v. Pine Grove v. Talcot, 19 Wall 671, an action of assumpsit on certain bonds issued by the Township in the Circuit Court, United States, when judgment was given against the Township, though repeated decisions had been made by the Supreme Court of the State holding the act under which the bonds were issued to be void.

On writ of error from this Court the counsel for plaintiff maintained: the only point in issue below was the meaning of the constitution of the State, and on such a question it was the duty of the Court to have taken as true the meaning put upon it by its highest judicial tribunal. If a contrary course of proceeding is presumable

there is an end to the independence of the judiciary of the States, and the decisions of tribunals, confessedly constitutional expositors of the local law, are reviewed and reversed by a tribunal possessing no authority to exercise such functions.

But the Court did not give it sassent to the argument; it reviewed for itself the constitutionality of the act, and determined it was not obnoxious to any constitutional provision.

In reference to the decisions of the Supreme Court of the State they say, they are not satisfactory—the question before us belongs to the domain of general jurisprudence. In this class of cases this court is not bound by the judgments of the State Court, and it is added:

"The question under consideration was fully considered by the Court in Olcot v. Supervisors, and we have no disposition to qualify anything said therein."

Now, what is the decision of the Supreme Court of the States relied on as obligatory in this Court?

That Court, commenting on the rule adopted by the board, say:

"We are unable to say that the conclusion—that the value of the debts of a private corporation is determined by the value of its property, tangible and intangible; and that such value may therefore be taken as the representative of an equal amount of property, tangible and intangible—is so unreasonable and extravagant as not to amount to a reasonably fair approximation."

Porter's Case, 76 Ill., 590–1.

We maintain, therefore, that this is but a determination of *general principles applicable to the subject of taxation*,

and as such this Court is not bound by the opinion of the Supreme Court of the State.

It is true that the act which empowers the board to "adopt such *rules* and *principles* as it may seem equitable and just," also provides that "when so adopted, if not inconsistent with the act, they shall be as *binding* and of the same effect as *if contained in the act.*"

This legislative declaration cannot shield the board from judicial inquiry. It could not have been intended to place the property of the citizen at the mercy of a board, and leave him without redress to the whim and caprice of an irresponsible body, when *sic volo sic jubeo* should constitute law.

In the Porter case this provision was assailed on the ground that it was an attempt to transfer legislative power to the board, and therefore void. But the Supreme Court, admitting that if this was so the objection was well taken, denied that any legislative power was vested in the board.

It would, then, seem to follow that the legislature could not give to the "rules and principles," to be *thereafter* adopted by the board, *the force and effect of an act*, for to do this would be the exact equivalent of conferring *legislative powers.*

In concluding the argument on this preliminary consideration, it may be proper to observe, that the question as now presented to the court, has never heretofore been passed upon.

The Rule adopted by the Board.

The question, then, for the determination of this court is, whether. the "rules and principles" adopted by the board are "just and equitable."

The subject of taxation is the capital stock and franchise.

The Supreme Court of the State has determined the meaning of the term capital stock to be the *property* of the corporation.

When the whole property included in the terms capital stock and franchise was assessed, the value of the tangible property, which was also assessed, was to be deducted.

The property of the corporation subject to the taxation of the State is all that it owns, whether real or personal.

The shares of stock in a corporation are not the property of the corporation, but belong to the shareholders.

Neither is the debt of the corporation part of the possessions of the corporation, but is property belonging to the creditor who holds it.

State v. Thomas, 2 Dutch., 184.
State Tax, 15 Wall., 320.
Van Allen v. Assessors, 3 Wall., 583.
Bradley v. People, 4 Wall., 459.

While, therefore, it is well established that neither the shares of stock nor the indebtedness of a corporation constitute a part of its property, and while the authority given to the board was to tax only the *property*, the rule adopted by the board is based upon valuations, not of the property of the *corporation*, but of property *belonging to others*.

This would seem to be a clear departure from the authority conferred. A discretion so exercised cannot be substituted for legal requisition.

Bank of Chemung v. City of Almira, 53 N. Y., 52.

It is contended by the attorney general of the State that the assessment is not made on the shares and the indebtedness of the corporation, but on the property of the corporation measured by *their valuation*.

But it would seem that if these were not the property

of the corporation, and subject to taxation, it would make no difference, as against the corporation, whether the assessment was admitted to be made directly on the shares and debts or on *their valuation.*

An act of New York assessed the capital stock of the banks at its actual value. As the stock of the banks consisted of bonds of the United States, the tax was held to be illegal.

Bank of Commerce, 2 Bl. 620.

Then the Legislature passed another act which it was supposed would avoid the obstacle interposed by this decision.

This second act provided that all banks shall be liable to taxation "on a *valuation equal to the amount of their capital* stock."

But the Court held that a tax on the capital stock, and a tax, on a "valuation equal to the amount of the stock" was in substance and effect the same.

Bank Tax Cases, 2 Wall, 209.

The power conferred on the board was not to make any rules, but only such as were "just and equitable."

A rule to be *just* must be such as would be *uniform* as to the individuals standing in the same class.

Uniformity and *equality* lie at the foundation of all just taxation, and nowhere is this more emphatically declared than in the Constitution of Illinois.

It is thus declared by the Supreme Court of the State, "uniformity is the vital principle and dominant idea of the constitution, and to hold the contrary, would be revolting to the lowest sense of justice, and would justify any and every lawful expedient for relief against it.

Bureau County, 44 Ill. 238.

That the rule adopted does not secure the uniformity

alike demanded by just principles of taxation, and constitutional guarantees, would seem evident when applied to corporations, whose tangible property is not equal to its indebtedness.

In such a case if the tax is laid on the difference between the tangible property and the *nominal* value of the debt, the corporation would be taxed on its indebtedness, and if the debt was assessed at a value equal to the tangible property then the corporation would be free from all taxation.

Many corporations would thus escape all taxation for the franchise, and thus increase the burthens upon others.

In one of the cases to be heard in connection with this it is shown that of the fifty-eight roads constructed in the State, twenty-two fall under this description.

The stock value does not always represent the value of the corporation property. It is often appreciated by circumstances showing that in the future the road would be enabled to declare large dividends.

So also as to the indebtedness of the corporation; the road may frequently be worthless, and yet the debt be secured in such a way as to make it equal to par.

Many other illustrations may be made to show the impropriety of the rule, and of its unequal operation.

Much may be said in favor of assuming the value of the stock as a proper representative of the value of the property. But to add to this the value of the indebtedness, is unreasonable, and therefore unjust.

Distribution.

Equally illegal is the mode of distributing the assessed value of the property of the company, so as to subject it to taxation in the several counties and towns without

regard to the real location of the property, and so subject property which is situated wholly in one county, to taxation in another county, when the rate of taxation is other and different from that of the *situs* of the property.

Such a distribution is alike opposed to right reason and the provisions of the State Constitution.

While the State has the unlimited power to tax property it cannot *transfer property* from a county in which it is located into another, and thus subject it to a different rule of taxation than that which obtains at its *situs*.

The physical is no greater than the constitutional difficulty.

The injustice is made apparent in a case where a road runs through two counties, A and B. The road in each is of equal length, but the property owned in A is two millions, that in B one million. The tax in A is one per cent., that in B is two per cent.

The corporation is entitled to have its property in A taxed uniformily with like property of others in A, and to transfer this to the taxation of B, is to deprive it of the uniformity of taxation to which it is entitled.

What property is subject to the taxation of a State or a county as *being within its jurisdiction is a judicial question.*

The courts will not enquire whether the legislative power of taxation has been exercised wisely over objects within its jurisdiction, but it will determine, whether the property taxed was *within* its jurisdiction.

Bk. Commerce, 2 Bl., 631.

If say this court, the legislature should enact that the property of another State should be taxed in the same manner as property in its own State, such a law would be as much a nullity as if in conflict with the most explicit constitutional inhibition..

St. Louis vs. Ferry Co., 11 Wall., 430.

The want of jurisdiction is the ground. For the same reason the taxing power of a county cannot be exercised over property, not within its territorial limits.

The decision of the Supreme Court of the State does not at all pass upon these questions, and therefore there is no embarrassment, in coming to a correct decision of them.

The numerous briefs filed on the matters here discussed, dispense with their further elaboration in this.

P. PHILLIPS,
of Counsel for Appellee.